

MINUTES OF THE SUSTAINABLE DEVELOPMENT SELECT COMMITTEE

Tuesday, 9 December 2014 at 7.00 pm

PRESENT: Councillors Liam Curran (Chair), James-J Walsh (Vice-Chair), Obajimi Adefiranye, Amanda De Ryk, Mark Ingleby, Stella Jeffrey, Helen Klier and Paul Upex

APOLOGIES: Councillors Bill Brown and Suzannah Clarke

ALSO PRESENT: Liz Brooker (Road Safety & Sustainable Transport Manager), Andrew Hagger (Scrutiny Manager), Katherine Kazantzis (Principal Lawyer), John Miller (Head of Planning), Simon Moss (Policy and Development Manager, Transport) and Tamsin Williams (Senior Air Quality Officer)

1. Minutes of the meeting held on 30 October 2014

Resolved:

The Committee agreed that under point 3.23 the sentence "Training opportunities for staff should also be maximised" be added to the end of the paragraph.

The Committee agreed the minutes of the previous meeting, subject to the agreed amendment.

2. Declarations of interest

2.1 Cllr Liam Curran declared an interest as a member of the Baring Trust.

3. Mayoral response to the comments of the Sustainable Development Select Committee - Preserving Public Houses and assets of community value

3.1 This item was considered alongside the part 2 section of the information at Item 8.

4. Bakerloo line consultation

4.1 Simon Moss (Transport Policy & Development Manager) introduced the item, highlighting the following key points:

- Lewisham Council has been lobbying for the extension to the Bakerloo line for a long time.
- This consultation by TfL is a good opportunity to put together the strongest possible response and a lot of background work is being carried out by the consultants Parsons Brinckerhoff.
- TfL has agreed to extend the deadline for submission for Lewisham Council as it is interested in seeing a full and detailed response from the Council.
- The consultation will be discussed here, at Overview & Scrutiny Business Panel later in December and then agreed at Mayor & Cabinet in early January before being submitted.

- 4.2 Jon Noble from Parsons Brinckerhoff then introduced their presentation and highlighted the following key points:
- The Bakerloo line extension is required now. Capacity on trains running through Lewisham station is 85%, which is very busy.
 - The Bakerloo extensions will bring an increase in capacity, improved journey times to many central London locations and improved public transport accessibility levels (PTALs).
 - The development opportunities presented by the Bakerloo line will increase the number of new properties that can be built and forms a major part of the case for extending the line beyond Lewisham.
 - Lewisham Station is already a major interchange for South East London. The Bakerloo extension, with a possible Overground extension, would transform it into a strategic transport hub.
 - This would be an opportunity to reshape the station to make it more suitable for its improved role. This would include making it look better and feel easier to use.
 - The consultation response will look at the location of Old Kent Road second station, which could be very closely to the boundary of Lewisham.
 - There is also the potential for a change in the location of Lower Sydenham station or to rethink the land uses and development potential around the existing station.
 - There are a number of environmental considerations that need to be taken account of.

- 4.3 In response to questions from the Committee Simon Moss, John Miller (Head of Planning), and Jon Noble provided the following information:
- The increase in housing units that are viable in Catford if the Bakerloo extension is included comes from the increased marketability and attractiveness of the location rather than the PTAL, which is high anyway.
 - There a finite number of units that can be built without exploring more high rise options. The numbers presented assume a mix of 1 and 2 bed flats.
 - The Council does not own the land around Lewisham station that would be needed to remodel Lewisham as a strategic interchange. However the Council is in discussion with those people who do.
 - The portal location for the tunnel is likely to be around Wearside, so the line would be above ground by the time it reaches Ladywell.
 - Step free and disabled access is part of the list of things required as part of the submission to TfL.
 - The current location of Lower Sydenham station is in an unpleasant looking industrial site and it has poor passenger links and is underused. There could be a case for moving it further north, towards Bell Green, as it could be much more accessible. The alternative would be to masterplan the redevelopment of the area around its current location, much of which is in the borough of Bromley. Further work would be required before the Council as an organisation could back either option for Lower Sydenham station.
 - The Hayes line extension is the cheapest element as it makes use of an existing line and makes good economic sense. The extension to Bromley would be useful but is not vital to the whole extension.
 - The engagement with Bromley Council over the Bakerloo extension has not been straightforward, especially as politically there has been some opposition to it. However, it is likely that the TfL consultation responses will show some

degree of support amongst Bromley residents for the extension to Hayes and Bromley Town Centre.

- There will be the expectation of some local funding for the extension. The Council would need to carefully consider the potential for funding from S106 monies and CIL as Lewisham has other infrastructure commitments which it will need CIL to fund, especially if the Bakerloo line brings increased development.
- The results of the consultation will be released in the New Year. After this more detailed plans will need to be drawn up by TfL, including the modelling and business case. Political decisions will also have to be made on how to fund it as it is an unfunded scheme at the moment.
- There may be scope to look at the two Catford stations and improve linkages between them.

Resolved:

The Committee resolved to pass the following comments to the Overview & Scrutiny Business Panel on 16 December 2014:

- The Committee supports the extension of the Bakerloo Line past Lewisham to Hayes with the option to also extend to Bromley.
- Whilst the Committee recognises the importance of the Bakerloo extension to Lewisham and the resulting transformation of Lewisham Station into a major strategic transport interchange, the Committee wanted to specifically ensure the submission to TfL did not overly focus on, or give the impression, implied or otherwise, that we would be in anyway satisfied with the Bakerloo Line terminating there. The Committee felt that the real benefits to the wider borough of Lewisham can only be fully realised by ensuring the route continues south into the borough and the case for extension should be made on that basis.
- The Committee highlighted that the extension will pass through flood plain areas, especially around the Ladywell area, and that provisions should be considered to alleviate issues around building on flood plains.
- Consideration should be given to the rezoning of stations on the new Bakerloo route, bringing more stations from charging zone 3 to zone 2 and from charging zone 4 to zone 3.
- The current location of Lower Sydenham station is recognised as unsuitable for connectivity with pedestrians and other forms of public transport. Further serious investigation should be carried out with regard to relocating the station to one or both sides of the bridge at Southend Lane at the junction with the current Hayes Line/future Bakerloo extension. Furthermore, the current bridge width is acknowledged to be too narrow and too low for both vehicles and pedestrians. The inevitable significant track and bridge works would present the ideal opportunity to relocate the station, thus enabling greater integration with pedestrian, bus and car traffic. The land available could also enable development advantages to the borough.

- For accuracy of the record, the report should include in its timeline the significant role of the Sustainable Development Committee since 2010 in supporting and promoting the southern extension of the Bakerloo Line.

5. Modern Roads Review

5.1 Simon Moss (Transport Policy & Development Manager) introduced the item, highlighting the following key points:

- TfL have produced a Roads Modernisation Plan, which introduces a new approach to roads including a new typology of road. This comes in response to findings of the Roads Task Force.
- It is not possible to take one style of cycling infrastructure apply that across the borough as there are different situations within the borough that require specific approaches and solutions.
- TfL has two approaches to cycling infrastructure. The Cycle Superhighway is about improving cycling along major arteries, with proposals to bring two Cycle Superhighways to Lewisham. The other approach is Quietways, which uses quieter streets and/or parks to develop safer routes around the borough. There is a pilot Quietway being put into the north of the borough.

5.2 During questions Cllr Curran vacated the Chair, with Cllr Walsh taking over chairing responsibilities.

5.3 In response to questions from the Committee, Simon Moss, Liz Brooker and Tamsin Williams (Senior Air Quality Officer) provided the following information:

- Officers are carrying out a study on how to allocate carriage space for cycles on roads. However, the costs involved mean it will take a long time to put improvements such as these in place.
- Cycle training is important, quite often people don't know the best routes to take to get them where they want in a quick and safe way. So route planning is a focus for training for adults. Cyclist training involves teaching them how to use the road more safely. However education for drivers about cyclists is also important so they are more aware of cyclists. In Lewisham the drivers on the door2door service have all done training so they are more aware of cyclists and techniques they use to ensure they stay safe. The aim is to encourage mutual respect between road users.
- Lewisham hasn't signed up to the cycle to work scheme offering bicycles at a reduced price due to tax reductions, but does offer an interest free loan to purchase a bicycle. Lewisham also offers a £10 bike loan scheme which encourages new cyclists.
- The bulk of funding for promoting cycling comes from TfL, including most money for new infrastructure.
- Quietways is a branded route that is well signposted with easily identifiable signs and directions. The aim in Lewisham is to align Quietways to a variety of routes. This can be done by using separate pedestrian and cycle paths, routes through parks as well as cycle lanes. The improvements needed can be built into the Local Implementation Plan and fits into the corridor approach that is being taken to improving infrastructure.
- The speed that other vehicles travel at on roads can be a key deterrent for cyclists.

- The aim for Lewisham is to get as many routes as possible as part of Quietways due to the strong branding that they have and the support from TfL. However there are a lot of other branded and signposted cycle routes, including London Cycling Network, Waterlink Way, Heritage Trail and Green Chain.
- 89% of schools in Lewisham have accredited school travel plans, which the schools create themselves. Parents often need convincing that cycling to school is a safe way for their children to get to school.
- The Bikeability scheme offers training for children in the playground and then out on local roads, which allows them to get used to the environment around their school and become more confident on the road. There also 1-2-1 sessions for older children.
- One off cycling events could help raise the profile of cycling and encourage those who are not confident to start cycling. There does need to be a balance between encouraging people to start cycling with smaller and introductory events for those who don't cycle often but may want to and improving routes for those who cycle frequently.
- There are currently 12 cycle hangers in the borough. This is a pilot approach that has been very successful so far and there is funding available to deliver more.
- Work is being carried out with Public Health on the Joint Strategic Needs Assessment on transport and active travel.
- The cycle loan scheme shows that the majority of those taking advantage of this are moving off public transport to start cycling. Officers are looking for a ripple effect, where drivers move to public transport, who then move to cycling.
- The example of the A2 near Blackheath shows the confluence of a number of transport issues. It is very busy, with many buses and cars idling which increases air pollution. Exposure to air pollution can be as bad in cars as for cyclists in this situation. The busyness can also put off cyclists and the introduction of a 20 mph limit could also ease congestion by smoothing out the traffic flow. There is a need to join all this up, so that different routes can be encouraged.
- It is difficult to have an impact on air quality locally, especially on traffic aspects and it does require a London wide approach. There is currently consultation on an ultra-low emissions zone in the congestion charge zone. Lewisham has expressed support for this and has advocated expanding this ultra-low emissions zone, along with a number of other boroughs on the edges of the proposed zone. The ultra-low emissions zone will require a political decision due to the impacts of it.
- 85% of the borough is in a 20 mph zone already, under the borough wide 20 mph proposal only TfL roads will be exempt.
- Officers will need to work with traffic police around enforcement as there will not be extra capacity to enforce the 20 mph limit, it will be the same capacity as for enforcing current limits. The aim is for roads to be self-enforcing, the key to which is to make them feel like they are 20 mph roads and for drivers to adjust their speed. One issue is that some roads currently don't feel like 30 mph roads and have speeding issues.
- Officers are identifying roads where they think there might be problems with the new limit and targeting these areas where compliance is a problem for enforcement and improvement. There will be an audit of road signs to ensure there is clear and appropriate signage of the new limit.

- The current timetable will have the new limit in place by summer 2016, although there will be further work around enforcing and taking remedial action after this point.

5.4 The Committee then discussed a number of points:

- The need to look at roads and infrastructure in order to properly cater for cycling.
- The communication of routes and the availability of different and quieter routes to cyclists is important.
- School Travel Plans should be realistic about how children, especially younger children, will get to school. Younger children will often need to be taken into the school building itself by parents.
- Air quality and the perception of poor air quality due to heavy traffic, can have an impact on the willingness of people to walk or cycle to places.
- If young people start cycling at an early age they are more likely to cycle for life.
- The cost of buying a bike, especially the need to upgrade a bike quite regularly for children, can be an impediment to increasing cycling. A scheme that offers recycled bikes at a reasonable price could be a way of dealing with this issue.

6. **Select Committee work programme**

Resolved:

The Committee agreed the work programme.

7. **Items to be referred to Mayor and Cabinet**

7.1 There were none.

The meeting ended at 9.30 pm

Chair:

Date:
