

£1. What is an Equalities Impact Assessment?

An Equalities Impact Assessment (EIA) is the process of systematically analysing a proposed or existing policy, strategy or service to identify what effect, or likely effect, it has or could have on different groups within the community.

EIAs are used to assess both the positive and negative consequences of policies, strategies and services for groups in society. An EIA examines the likelihood of both direct and indirect discrimination. It also investigates whether the identified service, policy or strategy could be designed differently to further promote equal opportunities.

In this case, the EIA being conducted is designed to analyse what effect the Transport Division's Local Implementation Plan (LIP) is likely to have on equalities groups within Lewisham.

Having made this assessment, the EIA will then, if necessary, set out the actions needed to ensure that any negative consequences for a particular sector of the community are eliminated, minimised or counterbalance by other measures.

Therefore, the questions which guide this EIA are:

- Will the LIP affect some groups in society differently? And, if so, how?
- Will the LIP actively promote equal opportunities? And, is their potential for the LIP to promote equal opportunities further?

1.2 Why undertake an Equalities Impact Assessment?

Equalities Impact Assessments are an integral part in the process of driving forward the equalities agenda both within the council and in the borough of Lewisham as a whole.

EIAs are a statutory requirement. All public bodies must undertake EIAs of their policies and functions, as set out in equalities legislation. Since 2001, Lewisham has adopted the approach of using EIAs to assess the impact against the six equality strands: race, disability, gender, age, sexual orientation and religion, faith or belief.

Lewisham Council also considers the use of EIAs to be good practice. Systematic and thorough assessments are used to ensure that the council is meeting its duties, as set out in its Comprehensive Equalities Scheme, and to demonstrate the progress which is being made towards achieving the Council's commitment to design diversity into local institutions and designing out discrimination, ensuring equity in service delivery.

1.3 Management of the Equalities Impact Assessment.

This Equalities Impact Assessment was undertaken by Avtar Kalsi Policy and Partnerships Unit and Dalewyn Daniel Regeneration Equalities with input from Ian Plowright, Transport Strategy Manager.

2 Aims/objectives and purpose of policy/service

The Local Implementation Plan (LIP)

The Greater London Authority Act 1999 requires the London Mayor to produce a Transport Strategy, and in turn the borough councils to prepare plans (Local Implementation Plans) to reflect and set out costing proposals for the implementation of this Strategy at borough level. The London Mayor published his Transport Strategy in draft, in the autumn of 2009, and Lewisham commented on this in January 2010. Lewisham will be expected to produce its Local Implementation Plan ready for consideration by Transport for London (TfL) in December 2010.

The Mayors Transport Strategy

The London Mayor's Transport Strategy identifies the following areas as priorities for local Transport Divisions:

- 1 Improving road safety
- 2 Improving bus journey times and reliability
- 3 Relieving traffic congestion and improving journey time reliability including the use of travel demand measures
- 4 Improving the working of parking and loading arrangements to provide fair, reasonable and effective enforcement of regulations, recognising the needs of business for servicing and delivery as well as other road users, thus contributing to easing congestion and improving access to town centres and regeneration areas
- 5 Improving accessibility and social inclusion on the transport network
- 6 Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures
- 7 Encourage cycling by improving conditions for cyclists and through the use of travel demand measures
- 8 Bring transport infrastructure to a good state of repair

In line with these priorities, the LIP sets out detailed plans for how the division proposes to meet these objectives and establishes a set of performance measures designed to assess its progress

It should be noted however that there are areas where the Council has little control over modes of transport. Transport for London run the bus services. They also control most of the main roads. Thus whilst the Council can enter into discussion with Transport for London regarding these modes, it is not able to change the services itself. Rail services are run by the Train Operating Companies and the Council is in a similar position with these.

LIP Aims And Objectives

| LIP Draft Goals and Objectives | |
|---------------------------------------|---|
| Goals | Objectives |
| Safer | Reducing crime, fear of crime and antisocial behaviour |
| | Improving road safety |
| | Improving public transport safety |
| Clean, green and liveable | More sustainable transport and improving access to sustainable modes. |
| | Less reliance on the private car |
| | Improving system of walking and cycling routes and strong links to town centres and public open space |
| | Improving journey experience |
| | Enhancing the natural environment |
| | Improving air quality |
| | Improving noise impacts |
| | Reducing CO2 Emissions |
| Healthy, active and enjoyable | Improving choice and better health |
| | Increasing the take-up of healthy lifestyle activities |
| | Addressing deprivation and health inequalities particularly within the wards of Evelyn, New Cross, Lewisham Central, Whitefoot, Bellingham and Downham. |
| Dynamic and Prosperous | Supporting sustainable population and employment growth in the key locations for regeneration and growth (Lewisham Catford , Deptford, New Cross) |
| | Improving integration, accessibility and connectivity within the borough, the sub region and the rest of London |
| | Improving accessibility in the Evelyn, Whitefoot, Bellingham and Downham Wards |
| | Improving quality and vitality of Lewisham's town centres and localities |
| | Safeguarding provision of the Surrey Canal Road station as part of the London Overground network |
| | Delivering an efficient and effective transport system for people and goods, facilitating the movement of freight whilst minimising the adverse impacts |
| | The Lewisham transport infrastructure, its roads, pavements, bus stops and stations accessible to everyone and especially our disabled citizens |
| Better Streets (MTS proposal 63) | Reducing street clutter |
| | Improving layout and design of streets |
| | Enhancing and protecting the built and historic environment |
| | Improving permeability |
| | Clear and understandable routes and spaces |
| | <i>Source: London Mayors Transport Strategy Lewisham LDF Draft Core Strategy</i> |

3. Assessment of Relevance

In order to determine the focus of this assessment, there is a need to Determine and record the degree of relevance that the LIP may have to equality legislation i.e.

- The Race Relations Act
- The Race Relations (Amendment) Act, in particular the general duty to promote race equality
- The Disability Discrimination Act 1995 and 2005
- The Sex Discrimination Act
- The Equal Pay Act
- The Equalities Act 2006
- The Human Rights Act
- Age Regulations 2006

The table below sets out the initial assessment of the relevance of the strategy to equalities legislation and the potential impact of the strategy on different groups within society. This is the start of scoping the impact assessment, in order to determine the answer to the two key questions:

- could this strategy/policy or service and the way we deliver it affect some groups in society differently?
- will/can this strategy/policy or service and the way we deliver it promote equal opportunities?

| POTENTIAL LIP IMPACT ON EQUALITIES GROUPS | | |
|--|-----------------------------|---|
| Equality Group | Likelihood of Impact | Potential of Impact |
| Race | Medium/High | Lower car usage in Lewisham tends to match areas of higher BME population; therefore potential greater dependency on public transport by this group. May be safety needs/concerns while walking and waiting for/using public transport. High rates of road casualties amongst bme young people. |
| Gender | Medium/High | Women may have higher dependency on public transport, particularly those with young children. Also safety concerns while waiting for/using public transport and walking. Issues with possible car |

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| | | dependency due to young children/safety fears. |
| Disability | High | May be higher dependency on public transport; may need specialist public transport provision; need for disabled car parking spaces; potholes etc could cause more concern/discomfort; street design and layout can have high impact on safety and mobility. |
| Age | High | Children and young people are a particularly vulnerable road user group. Older people may be more dependent on public transport, and potholes etc could cause more concern/discomfort. Children and the elderly may be more vulnerable when using public transport and using the highways, particularly as a result of conflict of interests with those using motor vehicles. It is important that children are educated about traffic and road safety to ensure they develop strategies to safeguard their own safety and develop good safety habits for future life. Younger children and older people are more susceptible to hyperthermia in winter when waiting for buses/trains to arrive, particularly if shelters are not available. |
| Sexual Orientation | Low/Medium | Possible safety concerns when waiting for/using public transport. |
| Religion and Belief | Medium | Traditional public transport routes may not reflect changing community needs e.g. provision to |

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| | | places of worship. Possible safety concerns when waiting for/using public transport |
| Socio-Economic | Medium/High | Lower car usage resulting in a greater use of public transport etc. Deprived areas, have poorer transport provision/links etc. |

4 Scope/focus of the Equality Impact Assessment

The EIA will focus on the aforementioned LIP's aims and objectives and will explore whether or not the LIP:

'Could LIP affect some groups in society differently?'

'Will promote equal opportunities?'

- or its implementation break the law – or have the potential to break the law , as set out above
- directly or indirectly discriminate on grounds of race, gender, disability, age, sexual orientation, religion or belief Race/ Ethnicity:

5. Assessment of Relevant Data and Research

In order to make a judgement about the impact of the LIP upon equalities groups it is necessary to consider relevant data and research.

Link To Other Policies And Plans

5.1 Sustainable Communities Strategy

| Some of the Priorities | Some of the Issues, objectives and elements of the vision | Some of the Actions | Some of the Outcomes |
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| <p>Safer – where people feel safe and live free from crime, antisocial behaviour and abuse</p> | <p>People want to feel safe as they go about their daily lives and want to know that children and young people are safe travelling around the borough and across London. Feeling safe is about more than crime and policing, it's also about how an area looks and feels and how people treat one another.</p> <ul style="list-style-type: none"> • Fear of crime can have a damaging effect on a local area. In many cases fear of crime is not related to the level of actual crime. Nonetheless, this fear can stop people travelling at certain times of day, it can shut off or stigmatise entire areas of the borough and it can leave people feeling unsafe in their neighbourhoods. • Citizens have made it clear that better lighting and a more visible presence of police and wardens are important in making people feel safe. Installing CCTV cameras and removing signs of neglect, like graffiti and fly-tipping, have also been highlighted as important in making the borough look and feel safer. | <p>Tackle antisocial behaviour and ensure that people feel confident and safe throughout the borough</p> | <p>A reduction in the rates of crime that impact most upon Lewisham, such as serious violent crime</p> |
| <p>Clean, green and liveable – where people live in high quality</p> | <ul style="list-style-type: none"> • Our challenge is to accommodate growth in the economy and population in a way that promotes our communities and protects our environment • By ensuring that all new developments are | <ul style="list-style-type: none"> • Encourage the use of sustainable forms of transport and minimise the need for people to rely upon car travel by making it easier | <p>A reduction in the borough's CO2 emissions, in line with national targets.</p> |

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| <p>housing and can care for and enjoy their environment</p> | <p>planned and developed in a sustainable manner we can help to conserve energy, protect Lewisham's unique biodiversity and provide people with easy access to jobs, schools, shops, transport and local amenities</p> <ul style="list-style-type: none"> • This issue covers almost every aspect of our daily lives. The mode of travel we use, how we light and heat our homes and the way we spend our leisure time all make a difference. • People in Lewisham have told us that they recognise their personal responsibility to reduce their impact on the environment and want more information on how they can make a difference. | <p>and safer to walk or cycle around the borough.</p> <ul style="list-style-type: none"> • Consider how you travel around the borough. Would it be easier to walk, cycle, share a lift with a friend or colleague or make use of public transport? • Work is under way on our waterways to improve accessibility • The 'Good Going' and 'Healthy Walks' initiatives both rely upon the attractiveness of our green spaces to encourage activity and physical exercise. | |
| <p>Healthy, active and enjoyable – where people can actively participate in maintaining and improving their health and well-being</p> | <p>It is our responsibility as individuals and communities to make healthy lifestyle choices and to engage in activities that maintain and improve our physical and mental well-being.</p> | <ul style="list-style-type: none"> • Improve the well-being of our citizens by increasing participation in healthy and active lifestyles. | <ul style="list-style-type: none"> • An increase in the take-up of healthy lifestyle activities • An improvement in overall life expectancy and a reduction in the gap between the most disadvantaged and the Lewisham average. |
| <p>Dynamic and prosperous –</p> | <p>As London grows over the next decade, emerging sectors, including e-business and</p> | <p>Improve the quality and vitality of Lewisham's town centres</p> | <p>An increase in the overall employment rate.</p> <ul style="list-style-type: none"> • An increase in the number of businesses |

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| <p>where people are part of vibrant communities and town centres, well connected to London and beyond</p> | <p>creative and environmental industries, will broaden its economic base. These developments will bring with them a whole range of new opportunities and Lewisham’s citizens will be in a strong position to take advantage of their proximity to the capital.</p> <p>Lewisham in 2020 will be better connected to the capital, the region and beyond. Access to London’s economic and cultural hotspots will be enhanced. Within the borough Lewisham’s town centres will be hubs of local activity, where established, independent and new businesses thrive, boosting local employment and inward investment. Lewisham is characterised by distinctive local areas and neighbourhoods. Major centres such as Lewisham, Deptford and Catford are complemented by local centres including Blackheath, Brockley, Downham, Forest Hill, Hither Green, New Cross and Sydenham. These centres play an important role in creating a sense of local identity and promoting a better quality of life in the area. Town centres provide people with convenient access to business, retail, leisure and entertainment opportunities. They act as a focal point for local communities, a place where people meet and interact.</p> <p>Local people have told us that they value their town centres and would like to see them</p> | <p>and localities.</p> <ul style="list-style-type: none"> • Increase access to the number, quality and range of employment opportunities. • Improve access to sustainable modes of transport within the borough and our connections to London and beyond. | <p>in the borough and the capacity of these businesses.</p> <ul style="list-style-type: none"> • Lewisham Gateway has ambitious plans for the future of Lewisham town centre, including replacing the roundabout with a new road layout, opening a new park and attracting a major department store to the area. • Catford town centre will undergo substantial regeneration. This will include transforming the former greyhound stadium into a new housing development and small shops. Catford and Catford Bridge stations will be linked by a new plaza and a new pedestrian bridge over the railway will provide better connections with the town centre. • Support the growth and development of our town centres by working with commercial partners and developers. • Encourage a mix of businesses that reflect the diversity of the borough and its citizens and ensure that our town and local centres are fully accessible for all our communities. • Promote and improve alternatives to the car (walking, cycling and public transport) so that they remain the community’s preferred means of moving within the borough |
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| <p>improved in the future with more facilities, cleaner streets and a safer environment.</p> <p>43% of Lewisham households have no access to a car or van so the quality of public transport now and in the future will have a major impact upon the ease with which people travel and their work–life balance. This is not just an issue for travel providers: it involves improved access and safety at stations and bus stops, encouraging people to leave their car at home and listening to communities so that developments are in line with their needs.</p> <p>Citizens have identified traffic and congestion as major sources of frustration. A citizen’s jury in Lewisham recommended that the borough develop a workable balance of transport methods by minimising car usage and encouraging people to use alternatives.</p> <p>The citizens felt that the benefits would not just be in terms of time saved but would simultaneously make the local area more attractive, improve the environment and result in a more friendly and sociable borough.</p> | | <p>and beyond.</p> <ul style="list-style-type: none"> • Ensure that the Lewisham transport infrastructure, its roads, pavements, bus stops and stations are accessible to everyone and especially our disabled citizens. By 2015, eight of the borough’s stations will be fully accessible and initiatives such as ‘Legible Lewisham’ will ensure that well-signed and accessible routes are available across the borough. • Ensure that all areas of the borough and new developments can access a range of transport options. • Remove Lewisham roundabout, as part of the town centre development, and provide an ‘H shaped’ street layout to rationalise traffic movement and provide simple and safe pedestrian access directly from the station to the high street. |
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5.2 Lewisham Regeneration Strategy

Lewisham's Regeneration strategy, *People, Prosperity and Place*, sets out the ways in which the Council will contribute towards delivering the Sustainable Community strategy priorities. It provides a clear agenda for change in the borough, establishing themes for change and the strategic objectives involved in making this change happen.

As one of the four divisions within the regeneration directorate, this strategy clearly shapes the future aims and objectives of the Transport Division. The following objectives are particularly relevant to the division and consequently the LIP:

People

'Diverse and cohesive communities: To celebrate Lewisham's diverse communities and strengthen community cohesion.'

Prosperity

'Business enterprise and jobs growth: To provide access to jobs and business support to local people.'

Place

'An accessible environment: To provide accessible, convenient and safe transportation networks.'

'A safe environment: To reduce crime and improve community safety.'

TRANSPORT STRATEGY

Put something in here

5.3 Regeneration Directorate Plan 2009-2012

The regeneration and growth strategy for the London Borough of Lewisham aims to support the London Thames Gateway growth area and the London Plan Opportunity Area designations, by creating a regeneration corridor primarily focused in the north of the borough on the localities of Catford, Lewisham, Deptford and New Cross. This capitalises on the public transport accessibility of the area, and the need to intensify land uses in town centres (in terms of Lewisham and Catford) and on redesignated employment land in Deptford and New Cross. Directing growth to these localities will act as a catalyst for major regeneration across the borough, while protecting the borough's conservation areas and the limited and finite supply of green and open space.

The next ten years is likely to see substantial increases in the amount of development taking place in the borough. This will be the result of improvements in public transport links, generally enhanced developer interest arising from the eastward movement of London and investment in schools, leisure and health facilities.

The borough's town centres will be a particular focus of activity, with mixed use development schemes taking advantage of their good connections to services and public transport. Deptford, Lewisham and Catford also have a number of major regeneration sites that will make an important contribution to the delivery of new

homes and jobs in the area as well as improve the environment and promote the use of public transport. These include:

- Convoys Wharf – a private sector-led proposals for a 16 hectare site for 450,000m² mixed use development with up to 3,500 new homes and 70,000m² of employment space capable of accommodating 1,500-2,000 jobs,
- The Lewisham Gateway project - which will deliver up to 1,000 new homes, new retail space, major improvements to the access between the interchange, town centre and local area, and improvements to the local environment
- The former Greyhound Stadium and Catford stations sites - a high quality mixed use development including community and commercial uses, improvements to the stations and their environment and the river in addition to new housing.

Successful investment in public sector infrastructure in Lewisham - schools, housing, leisure facilities and other public facilities and services - is central to the Council's success and delivery of its vision. This development needs to support sustainability and add value to the overall regeneration of Lewisham.

Transport

Effective partnership working with Transport for London is central to the delivery of Lewisham's transport responsibilities since TfL have direct responsibility for key roads within Lewisham and for all traffic lights. It is also the service specifier for some public transport operations within the borough, including buses, which many Lewisham residents rely on to connect them with economic, learning and leisure opportunities.

While 42.8% of Lewisham households do not have a car or van, the total number of cars owned by households in Lewisham has increased by 12,432 (19%) to 79,270 [2001 census]. There are significant variations between different parts of the borough with wards ranging from over 50% households without a car [Brockley, Evelyn and New Cross] to under 33% [Catford South and Grove Park.]. While not owning a car can be a positive choice, which promotes sustainability, households without cars will be more dependent on public transport, walking or cycling around the borough.

The majority of Lewisham residents in employment travel to work by some form of public transport using trains, buses, underground or light rail with cars/vans the second most used method. This high level of dependency on public transport, whilst supporting our sustainability objectives, demands that the Council works effectively with partners – including TfL, Thames Gateway London Partnership, South East London Transport Strategy [SELTRANS] and transport operators – to ensure that the needs of local people are taken on board in operational and strategic planning.

Current significant levels of investment in rail will bring benefits to Lewisham – improving connectivity, speed and ease of travel. Projects include :-

- the opening of East London Line Phase 1 in 2010 which will completely transform travel opportunities for people in and around Honor Oak, Brockley, Forest Hill and Sydenham
- East London Line Phase 2 due for 2012 . However, the Council will need to continue to lobby for a station at Surrey Canal Road
- the introduction of the 3 car DLR service during 2009/10
- Crossrail
- A programme of improvements at stations across the borough designed to improve accessibility.

5.4 Local Development Framework

The Local Development Framework is the term given to the collection of new planning documents, prepared by the Council, which collectively will deliver the planning strategy and policies for Lewisham. The system was brought in by the Planning and Compulsory Purchase Act 2004 and related regulations and guidance. The Local Development Framework (LDF), together with the Mayor's London Plan will form the statutory Development Plan for Lewisham. The key LDF document will be the Core Strategy.

Lewisham's core strategy covers a 15 year period from 2011 to 2026. The policies laid out in the Core Strategy will help Council to assess all future planning applications, big and small. It is envisaged that through the Core Strategy there will be opportunities to:

“ensure that the pattern of development within Lewisham responds to public transport accessibility and capacity, and is improved in areas where there are development opportunities but accessibility is currently low, walking and cycling are promoted and enhanced, car parking provision is managed and related to public transport accessibility, and that ways of getting around and to and from the different neighbourhoods of the borough are enhanced”

Further, under Core Strategy Objective 9: Transport and accessibility:

“Provision will be made to ensure an accessible, safe, convenient and sustainable transport system for Lewisham that meets people's access needs while reducing the need to travel and reliance on the private car. This will:

- a. promote choice and better health
- b. facilitate sustainable growth in the key localities for regeneration and growth (Lewisham, Catford, Deptford, New Cross)
- c. improve integration, accessibility and connectivity within the borough and the London sub-region.

The Council will ensure that transport and accessibility within the borough:

- a. provides for a system of walking and cycling routes and strong links to town centres and public open space, including the Waterlink Way
- b. improves accessibility in the Evelyn, Whitefoot, Bellingham and Downham wards
- c. facilitates the movement of freight while minimising the adverse impacts of traffic, noise and emissions
- d. delivers key infrastructure projects including the Thameslink programme, the lower 'h' road at Lewisham, removal of the Kender gyratory system and safeguarding provision for the Surrey Canal station as part of the London Overground network.”

5.5 Mayors Transport Strategy

Mayors Transport Strategy Aims And Objectives

| Goals | Challenges | Outcomes |
|---|--|---|
| Support economic development and population growth | Supporting sustainable population and employment growth | <ul style="list-style-type: none"> Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel |
| | Improving transport connectivity | <ul style="list-style-type: none"> Improving people's access to jobs Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow |
| | Delivering an efficient and effective transport system for people and goods | <ul style="list-style-type: none"> Smoothing traffic flow (managing delay, improving journey time reliability and resilience) Improving public transport reliability Reducing operating costs Bringing and maintaining all assets to a state of good repair Enhancing use of the Thames for people and goods |
| Enhance the quality of life for all Londoners | Improving journey experience | <ul style="list-style-type: none"> Improving public transport customer satisfaction Improving road user satisfaction (drivers, pedestrians, cyclists) Reducing public transport crowding |
| | Enhancing the built and natural environment | <ul style="list-style-type: none"> Enhancing streetscapes, improving the perception of the urban realm and developing 'better streets' initiatives Protecting and enhancing the natural environment |
| | Improving air quality | <ul style="list-style-type: none"> Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets |
| | Improving noise impacts | <ul style="list-style-type: none"> Improving perceptions and reducing impacts of noise |
| | Improving health impacts | <ul style="list-style-type: none"> Facilitating an increase in walking and cycling |
| Improve the safety and security of all Londoners | Reducing crime, fear of crime and antisocial behaviour | <ul style="list-style-type: none"> Reducing crime rates (and improving perceptions of personal safety and security) |
| | Improving road safety | <ul style="list-style-type: none"> Reducing the numbers of road traffic casualties |
| | Improving public transport safety | <ul style="list-style-type: none"> Reducing casualties on public transport networks |
| Improve transport opportunities for all Londoners | Improving accessibility | <ul style="list-style-type: none"> Improving the physical accessibility of the transport system Improving access to services |
| | Supporting regeneration and tackling deprivation | <ul style="list-style-type: none"> Supporting wider regeneration |
| Reduce transport's contribution to climate change and improve its resilience | Reducing CO2 emissions | <ul style="list-style-type: none"> Reducing CO2 emissions from ground-based transport, contributing to a London-wide 60 per cent reduction by 2025 |
| | Adapting to climate change | <ul style="list-style-type: none"> Maintaining the reliability of transport networks |
| Support delivery of the London 2012 Olympic and Paralympic Games and its legacy | Developing and implementing a viable and sustainable legacy for the 2012 Games | <ul style="list-style-type: none"> Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London Physical transport legacy Behavioural transport legacy |

Assessment of relevant data

5.6 Knowing the character of Lewisham today and being aware of the things that will impact on the borough in the future is the first step to ensuring the LIP addresses the right issues.

5.7 Outline of the borough

Lewisham is Inner London's third largest borough both in terms of population and its area. Located south-east of central London, Lewisham is home to over 260,000 people (13) and many different communities, living in an area of approximately 13.4 square miles. Lewisham is made up of a collection of diverse neighbourhoods and strong communities - Bellingham, Blackheath, Brockley, Catford, Crofton Park, Deptford,

Downham, Forest Hill, Grove Park, Hither Green, Honor Oak, Ladywell, Lee Green, Lewisham, New Cross, New Cross Gate and Sydenham.

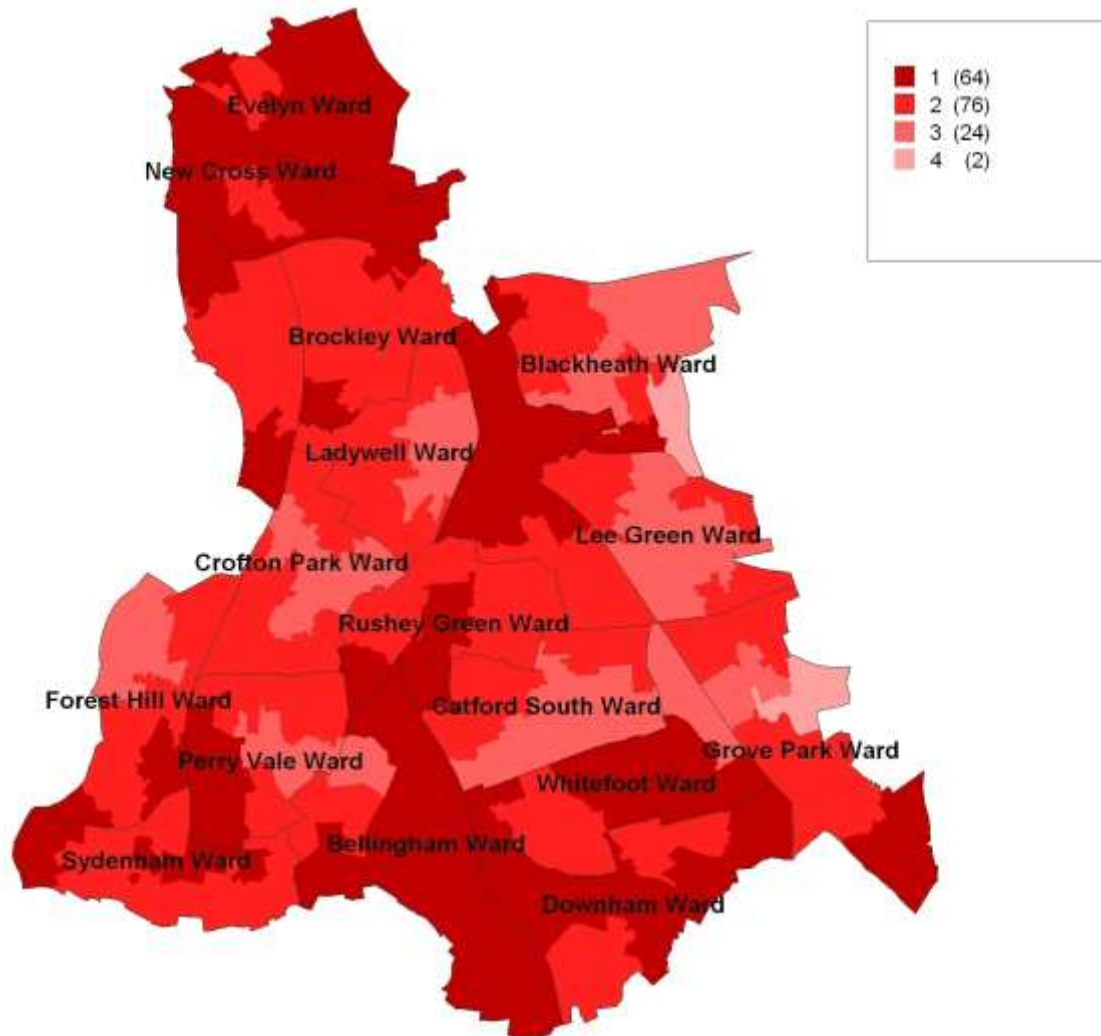
Lewisham is the 15th most ethnically diverse local authority in England where 130 different languages are spoken. The local population is forecast to rise to over 290,000 over the next 20 years by which time the proportion of the overall population from a black and/or minority ethnic origin will rise from the present 43% to almost 50%.

The 2001 Census found that 15.6% of the population suffers from a long term illness or has a disability. Additionally, 7.9% of the population provides some form of unpaid care to disabled people. Therefore an estimated 23.5% of the Lewisham population is either disabled or provides care for a disabled person.

Adjoined by four other London boroughs Lewisham occupies a key position on important transport routes (radial and orbital) within London and between London, Kent and Sussex. These transport routes connect the borough to the rest of London, including the significant employment centres of the City of London and Canary Wharf, the leisure and retail destinations of the West End, Croydon and Bromley, as well as the key sites for the 2012 Olympics. Proposals for new and upgraded transport services will further enhance these connections.

Strategically, the north of the borough forms part of the Thames Gateway, a nationally recognised growth area stretching east to the Kent and Essex coasts along the Thames Estuary .

The Index of Multiple Deprivation (IMD 2007) saw Lewisham ranked as the 39th most deprived local authority in England, with a number of areas ranked in the 20% most deprived in England. The IMD looks at a range of indicators covering income, employment, health, education, training, skills, living conditions and access to services. Figure 2.4 shows Super Output Areas (SOAs) in Lewisham by national quintile of deprivation, quintile 1 being the most deprived and quintile 5 the least deprived. Lewisham has over a third of its SOAs in quintile 1 and none in quintile 5. Only two SOAs are in quintile 4. The SOAs in the most deprived quintiles are mainly located in wards in the north of the borough (Evelyn, New Cross), in the centre of Lewisham (Lewisham Central, Rushey Green) and across the lower south of the borough (Bellingham, Downham and Whitefoot).



Deprivation areas within Lewisham (Super Output Areas)

BME population estimated at 49.4% of households as evidenced through the Lewisham Household Survey 2007 for the Strategic Housing Market Assessment.

Despite being the third most populous inner London borough, Lewisham's underlying economy is one of the smallest in London, ranking 30th out of 33. The borough workforce numbered around 66,000 in 2006, a rise of 8% since 1998. This is in line with regional and national averages, but below the sub-regional average. Only 31% of the borough workforce are employed in the borough, with the majority travelling outside the borough to work

5.8 RESEARCH

5.8.1 Access to Employment

Access to a job is one of the main ways people feel included in society and the Council's Unitary Development Plan (UDP) sets out policies to protect sites in the borough that are valued for their employment uses from inappropriate development. Many of the most important employment sites are located in wards with the highest unemployment rates and with the highest populations of people from the Black and Ethnic Minorities. Many of these wards are also those with relatively low car ownership and it is therefore important to ensure suitable provision is made for access by sustainable modes (public transport, walking and cycling) to these sites.

5.8.2 Access for People with Disabilities

An accessible environment for all is an objective of the Council's UDP and the quality of life and social inclusion for people with mobility difficulties therefore need to be seriously considered when planning the built environment. For example, policies in the UDP Transport Chapter provide for disabled car parking in new developments with 20 or more spaces.

5.8.3 Access to Transport

Transport access to everyday facilities such as town centres, local centres and shopping parades, schools and medical facilities needs to be improved to enable people with mobility problems to access the full range of community facilities. Access to the Major and District Town Centres and to transport interchanges is considered very important and the UDP contains policies that support major public transport improvements such as the East London Line Extension.

5.8.4 Home Zones

Home Zones (groups of streets having physical features that force drivers to drive slowly and safely) are supported in the UDP. They will help to improve the quality of life for local residents, increase safety for young people, older people and people with disabilities.

5.8.6 "Older People in Deprived Neighbourhoods: Social Exclusion and Quality of Life in Old Age" (ESRC, 2003)

This research, part of the Economic and Social Research Council's 'Growing Older' programme, investigated the circumstances surrounding older people living in socially deprived areas in three English cities. Key findings relevant to this assessment were:

- Exclusion from social relations. Social isolation was measured through contact with family, friends and neighbours. 20% were judged to be socially isolated with 16% experiencing severe, or very severe, loneliness.
- Exclusion from civil activities. This was measured through attendance at meetings and civic activities. Just under 50% had not attended any meetings of either religious or community groups, and 24% had not taken part in any civil activities.
- Exclusion from basic services beyond the home. This was measured through usage of Post Offices, chemists and bus services. Although 72% had used all three at least once in the previous year, 10% had used less than 2 of these key services.
- A considerable proportion of respondents experienced at least one form of social exclusion, with multiple exclusion significantly linked to age and ethnicity. People aged 75 or over were more likely to be multiply excluded as were Somali and Pakistani respondents. However, Indian and Black Caribbean respondents were least likely to experience multiple exclusion. Transport services such as public transport and street lighting were identified as having a key role to play in helping to tackle these issues.

5.8.7 “Making the Connections: Final Report on Transport and Social Exclusion” (Social Exclusion Unit, ODPM, 2003)

This report was the outcome of a wide-ranging study examining problems experienced by people facing social exclusion in reaching employment and key services. It identified 5 key barriers to accessing services:

- Availability and physical accessibility of transport
- Cost of transport
- Services and activities located in inaccessible places
- Safety and security
- Travel horizons

As part of the strategy to tackle these barriers, a new framework of accessibility planning has been built into future Local Transport Plans and led by local transport authorities, in partnership with other agencies. In London however, where the Mayor’s Transport Strategy and LIPs replace Local Transport Plans, there is no requirement to undertake such accessibility planning.

The report also identified a clear link between pedestrian accident rates and social class, with the evidence being particularly marked for children:

“Children from social class V are five times more likely to die in a road accident than those from social class I. Social deprivation is also a key determinant of child road injuries. Although the accident rate for children has declined in recent years, it has done so more slowly for those in the lowest socio-economic group. Small-scale studies have suggested there is a disproportionately high rate of pedestrian accidents amongst minority ethnic children, over and above the effect of social class.”

5.8.9 “Prevention and Reduction of Accidental Injury in Children and Older People” (Health Development Agency, 2003)

This report found that road accidents are the leading cause of fatalities in children and that, in England, children in the 10% most deprived wards were three times more likely to be injured in road traffic accidents, compared to children in the 10% least deprived wards. It also found international evidence, which suggested that higher rates of pedestrian injury are found in ethnic minority children, compared to the country’s normative data.

In the UK, the child pedestrian accident rate is twice that in the Netherlands and nearly four times that in Sweden. Comparisons of pedestrian risk between English and Dutch children showed exposure rates to be comparable, the main difference being that, for Dutch children, half of pedestrian time is spent in traffic calmed/controlled areas whereas only 10% of English children are so protected. It concluded that there was evidence that both area-wide safety measures and 20mph zones helped reduce road injuries to children.

The report also found that, for older people, 37% of those injured are pedestrians; for those aged 80 and above, 61% are pedestrians. Again, it concluded that reductions in the risk to older pedestrians (as well as disabled people) can result from a range of safety measures such as traffic calming, 20mph zones, pedestrian areas in town centres, priority walking routes, pedestrian refuges and crossings, dropped kerbs, etc.

5.8.10 “Tackling the Road Safety Implications of Disadvantage” (Department for Transport, 2003)

This government guidance advised local authorities of the need to address the particular road safety problems within their disadvantaged areas. This resulted from the strong evidence available suggesting that members of poorer communities are more likely to become road accident casualties than in other communities. In particular, local authorities were asked to aim to reduce the number of casualties in their most deprived areas at a greater rate than across the council area as a whole. For Lewisham, special attention therefore needs to be given to casualty levels in Evelyn, New Cross, Downham and Bellingham wards (see 5.6.1 above).

5.8.11 “Making London Better for All Children and Young People” (London Mayor’s Children and Young People’s Strategy, 2004)

The London Mayor believes all young Londoners should be brought up in a safe and secure social and physical environment and that this will require action to promote their safety and security. He is therefore committed, inter alia, to developing safer and more secure transport systems and improving the safety of London’s roads and streets for children. The Strategy recognises that the creation of safer street networks and spaces has a critical part to play in the improvement of children’s social and physical well-being and health. Many, as well as their parents and carers, are worried about the risks associated with walking and cycling in the city. Children are more likely than adults to be injured or killed as pedestrians and child pedestrian casualty rates in London are higher than the national average. Also, children from poor and minority ethnic households are over-represented in these figures. While child cyclist casualties are reducing, the evidence suggests that, year on- year, fewer children are cycling in London. In a survey carried out by MORI on behalf of the Mayor, one-fifth of parents said that safer roads would encourage them to allow their children to cycle. The Strategy points out that there are many innovative initiatives in London that seek to improve children’s road safety, such as Home Zones and Safer Routes to School.

Other actions proposed by the then London Mayor included:

- Improving conditions for walking and cycling so that children and young people can have safer and more convenient access to schools, town centres and training, leisure, sport and recreational facilities.
- Introducing a programme to provide cycle parking facilities at schools, together with cycling information, training and low-cost cycle helmet purchase schemes.

6. Consultation

6.1 CAG Consultants Consultation on the LIP

Below is a summary of the main points that arose out of the consultation on the LIP as carried out by CAG Consultants in July 2010. A more comprehensive narrative can be seen in appendix 3

- 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.
- Education of motorcyclists.
- Build and put in place things of beauty.
- Clean up and make less shabby rather than doing big fancy schemes.
- General tidy up of potholes etc.
- 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?
- 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.

- 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.
- Provide seating at more bus stops to make accessible to less able residents
- Moving of Lewisham Bus station – hazard to pedestrians
- Incentives to encourage fewer private car journeys.
- More dedicated cycle lanes.
- 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.
- 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.

6.2 Consultation with Lewisham Disability Coalition

A summary of the consultation with Lewisham Disability Coalition is below. A more comprehensive narrative can be seen in appendix 2

- Dropped Kerbs near the rail stations are terrible
- The LIP Objective “decrease the use of cars” whilst good in theory could end up discriminating against disabled people as many of them need to use cars
- The above could also lead to a loss of parking spaces for disabled people
- There is a need to join up some of the proposals. i.e. the cashiers will be closing in the town hall – there will therefore be a need to ensure that routes to paypoints and the paypoints themselves are fully accessible.
- Need to reduce the unnecessary street furniture – just leads to clutter and makes it hard for disabled people to navigate routes.
- Public safety – disabled people are being abused on buses and other forms of transport – need to link to the safer communities strategy
- There is no reliable form of accessible transport in the borough
- There is a shortage of wheelchair accessible taxi’s in the borough
- Dial-a-ride is over used. Many people cannot book their services
- Bus’s don’t lower the their sides
- Pedestrianism – less use of car could lead to discrimination of disabled people
- Take up of healthy lifestyles – cycling - availability of adapted bikes would be good
- Positioning and signage of parking spaces are difficult for disabled users to read and navigate
- Public education around abusing other passengers TFL?
- Lewisham Community travel – there is total confusion – need for clarity

- Would be good to have something that address's the incidents of hate crimes against disabled people on transport in Lewisham
- It would be good to have a cycling programme that took into account special needs

6.3 Consultation with the Black Staff Forum

- Increased effort to ensure safety of bme residents whilst travelling (verbal and physical abuse)
- Increased effort to reduce the high levels of bme casualties
- Electronic signage board at bus stop to let people know when the bus's are coming – in the 8 most commonly used languages in the borough
- Increased use of bicycles
- Customer services training to bus drivers – most are rude and drive very badly
- Clarity over when bus lanes can be used
- Concerns about information shared on road safety and impact on young children, particularly those living in deprived areas.
- Need to check that the locations of bus stops fitted the current pattern of life in Lewisham and met the needs of all communities , for example, by ensuring there were bus stops outside mosques.
- Road safety information needs to be promoted more widely and made available in a range of community languages.
- Need to discuss with public transport providers and TfL action to tackle racist abuse

7. Assessment Of Impact And Outcomes

The LIP and the Mayor's Transport Strategy have been designed to promote inclusion and equality. However, there are some areas where particular groups may be more vulnerable in terms of using the transportation system.

Following the scoping of the assessment and identification of potential areas for discrimination, analysis of data and research and specific consultation it is clear that the Council has to balance the competing needs of different sections of the community. The target groups considered are listed below along with the sections of the LIP and other council policies into which the LIP can link into, to address their needs.

7.1 Age (Children and Older People).

Children and the elderly may be more vulnerable when using public transport and using the highways, particularly as a result of conflict of interests with those using motor vehicles. It is important that children are educated about traffic and road safety to ensure they develop strategies to safeguard their own safety and develop good safety habits for future life. Lewisham has already begun to do some good work around this. Please refer to appendix 2.

Road Safety Plan – This section of the LIP is an annual study of accidents noting where and when they happen, the severity of injury, and is used to target resources to where there would be the most benefit. Vulnerable people such as children, cyclists, motorcyclists, older people and the disabled, are counted again, thus increasing the value. This value is used to assess where resources are to be targeted. Its aim is to reduce accidents and speeds – The main target for reducing accident injury has already been met.

The LIP should also seek to link School Travel Plans which aim to promote more environmentally benign modes of travel to schools, with chaperoned “walking buses” and 20mph zones to improve safety and reduce pollution. Improved street lighting – to reduce the risk of accidents and violent attack.

7.2 Race

Members of black and minority ethnic communities may be more vulnerable to some kinds of assault on the streets and when using public transport. Also, high incidents of BME road casualties. As above, action to address this should be detailed in the LIP Road Safety Plan. Refer to Appendix 2 for recent data on BME child road accidents in Lewisham.

The LIP should also seek to link into The Community Safety Strategy - and action plan which aims to reduce crime and the fear of crime. Specific actions may include:

- Improved street lighting – to reduce the risk of accidents and violent attack.
- Improvements to bus stops and waiting areas – ensure that bus stops and waiting areas are well lit and preferably overlooked.
- Highway Maintenance – cut back trees / foliage which may create hiding areas, dark area or limits escape routes

Additionally, London buses have a policy of introducing cctv systems on all buses on its regular services. These provide a deterrent to criminal and antisocial behaviour and are often used by the police and CPS to assist in prosecutions.

7.3 Religion and Belief

Similar issues to Race (above), the LIP should seek to link into The Community Safety Strategy - and action plan which aims to reduce crime and the fear of crime. Possible specific actions in “Race” above.

7.4 Gender

Women are more likely than men to experience fear of travelling at night and the time spent waiting for trains and buses are the most worrying feature of journeys. As women are more likely to have part time jobs, as apposed to full time, they are more likely to be travelling in the off peak times when waiting times are longer. They are also more likely to be carrying shopping or accompanying children.

The LIP should seek to link into the Community Safety Strategy – The strategy and action plan aims to reduce crime and the fear of crime. Possible specific actions mentioned in “Race” above.

7.5 Disability

Public transportation is of particular importance for disabled people as disability is usually linked to reduced physical mobility. Fewer disabled people are in employment than non-disabled people and consequently have lower incomes and this is linked to access to private motor car use. It is important that a Lewisham transportation system is fully accessible to people with a disability and caters for their needs both in terms of the accessibility of the transport which is provided and the provision of information about transportation options. Some of the issues regarding the transportation system that would have particular significance for disabled people are: good quality footways, street lighting quality and potential for disadvantaged by excessive street furniture. The ability of drivers to stop adjacent to homes and businesses to drop off disabled passengers is important to ensure disabled persons are able to travel to take part in normal daily activities.

7.6 Sexual Orientation

Members of the LGBT communities often fear assault on the grounds of their sexual orientation and for these communities the safety of public transportation is important. Measures taken to improve security at transport interchanges, the walking strategy and the Community Safety Strategy are all expected to reduce the chance of attacks on people of a particular sexual orientation.

7.7 Socio-Economic

The LIP is relevant to all sectors of Lewisham's diverse community. Transport affects the lives of all residents. Transportation is used by all members of the community to access goods and services, to visit friends and to access employment. Access to employment is vital to enable the low paid to attend their place of work and to have similar opportunities to those with private cars. In terms of road safety, as mentioned previously, Lewisham has begun some good work to address this, and this work should continue. Please refer to appendix 2

8. Reducing Any Adverse Impact

Following the identification of potential areas for discrimination analysis of relevant data, research, policies and plans and a review of specific consultation the contents of the draft LIP were checked to determine whether, in any of the areas identified:

- There is unlawful discrimination.
- There is an adverse impact on one or more equality target groups.
- The LIP fails to promote equality of access or opportunity.
- Any equality target groups are, or may be, excluded from LIP policies, programmes, schemes and measures.
- Any equality target groups are disadvantaged.

If an adverse impact is identified, then options for reducing that must be considered (if it were actually unlawful, then it would need to be changed).

The overall assessment is that the proposals contained in the Council's Local Implementation Plan do not discriminate and no adverse impacts have been identified. However, the assessment suggests that a few of the proposals in the draft LIP have the potential for adverse impact depending on how implemented, and hence they should be implemented¹ with care.

Additionally, there are real opportunities now and in the future to take actions which will ensure better access to services, to influence decision makers in partner organisations and to ensure that Lewisham's transport services make a real contribution toward promoting equal opportunities through ensuring mobility and access for all. actions to be taken for the future are set out below

| Issue | Relevance to Equality Strand | Action to Address | Owner | Timescale |
|--|------------------------------|-------------------|-------|-----------|
| Continue to maintain and improve the reliability of Lewisham's bus services. | All | | | |
| Continue the implementation of bus | Disability | | | |

¹ For instance the LIP Objective "Less reliance on the private car" could have a positive effect on the environment and residents health, whilst having a negative effect on disabled people, many of whom are reliant on the use of private cars.

| | | | | |
|--|------------------------|--|--|--|
| priority and bus stop accessibility measures. | | | | |
| Address the safety, accessibility and fear of crime on public transport network by investing in environmental improvements such as improved pedestrian access and public transport information at transport interchanges. Also, implement improved lighting and waiting areas. | All | | | |
| Assess and improve local cycle routes. | All | | | |
| Allow for provision of residents with special needs within the councils Cycle Strategy | Disability | | | |
| Maintain provision of community transport, such as Dial a Ride services. | Disability/Age | | | |
| Increase number of accessible taxi's in the borough | Disability/Age | | | |
| Address the Borough's road safety targets by continuing to invest in safe pedestrian crossings, heavy investment on Safer Routes to School measures and road safety educational programmes. | Race/All | | | |
| Continue with the programme to address the higher than average incidence of being involved in road accidents by children from black and ethnic minority (BME) will be implemented. | Race | | | |
| Use the planning system (core strategy) to influence the location of essential facilities and of new housing in order to reduce the need to travel and the length of trips. | All | | | |
| Reduce casualties and ensure the roads are safe for a full range of users. | All | | | |
| Continue to invest and seek funding for improving and maintaining transport infrastructure, such as footpaths, roads and | Disability/Age/ All | | | |

| | | | | |
|--|-----|--|--|--|
| bridges to a safe and serviceable condition. | | | | |
| Conduct travel awareness campaigns and act as the catalyst for Travel Plans. | All | | | |
| Support the wider Regeneration of the Borough | All | | | |
| Increased partnership working with Transport for London and other agencies to provide better transport for Lewisham's residents. | All | | | |

9 Formal agreement

This Equalities Impact Assessment will be considered by Mayor and Cabinet on

10 Publication of Results

Results of the assessment will be made available on the Council's website on the regeneration pages, when the re-designed version of the final Regeneration Strategy is available. It will also be included in the summary of EIAs on the website's equalities pages.

11 Monitoring

The achievement of changes, amendments and recommendations arising from the Equality Impact Assessment will be monitored through

Appendix 1

communities regeneration sustainability



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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CAG Consultants

Founded in 1983, CAG Consultants is an independent, employee-owned co-operative. We provide support, policy advice and training in a wide range of fields relating to sustainable development and climate change, regeneration and stakeholder & community involvement. We deliver high quality, innovative and thoughtful work for our clients, who include government departments, local authorities, public agencies, the NHS and regeneration and community planning partnerships across the UK. We pride ourselves on our strong ethical approach and our commitment to social justice and improving and protecting the environment. For more information, see www.cagconsultants.co.uk



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Introduction

1. The London Mayor's Transport Strategy

The London Mayor's [Transport Strategy](#) was published on 10th 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 17th July 2010, 11am – 1pm
- Saturday 17th July 2010, 2 – 4pm
- Monday 19th 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) |
|--|--|--|---|
| Revitalising neighbourhoods and quality of life | Revitalise Local Neighbourhoods <ul style="list-style-type: none"> - Streets not roads - Learn from work in, for example, Holland - Streets for people - Space for everyone - No road markings - Slow cars down - Design for place not passage | Improving local high streets and shopping parades and employment opportunities <ul style="list-style-type: none"> - By making streets more friendly, accessible, pleasant places to be - Making streets more attractive | Quality of life and the environment. <ul style="list-style-type: none"> - Air quality - Safety - Parking on pavements - Links to walking, cycling and reducing car journeys - Promote health and well being (link to reducing cars on the road and to safety for pedestrians and cyclists). |
| Behaviour, enforcement and education | Behaviour and enforcement. <ul style="list-style-type: none"> - Reduce poor driving - Working in partnership with the police re poor driving. - Smiles indicator signs are a very positive way of encouraging safe driving / speed. | Educating street users <ul style="list-style-type: none"> - Cars, vans, motorbikes, cyclists - Education and training - Advertising | |

| | | | |
|---|---|---|--|
| | <ul style="list-style-type: none"> - Police presence on the roads. | | |
| CO₂ reduction and reducing car journeys | CO₂ reduction through illumination <ul style="list-style-type: none"> - Turn off lights in some areas later in night – but issues of safety - Light pollution issues - Use solar panels for signage? But Lewisham uses renewable energy. Which is most costly? | CO₂ reduction by reducing the number of car journeys. <ul style="list-style-type: none"> - Climate change - Link to healthy lifestyles - Modal shift | Reduce the number of car journeys. <ul style="list-style-type: none"> - Personal responsibility - Minibus use - Car sharing – car clubs - Incentives to use buses - Work with schools to reduce short journeys in peak times – travel plans and monitoring. - NHS role – partnership role (link to childhood anti-obesity work). |
| Safety | Street safety. 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.) | Safer streets <ul style="list-style-type: none"> - More pedestrian crossings, traffic lights etc | Safety for pedestrians and cyclists. <ul style="list-style-type: none"> - 20mph – role out. - Education - Protect - Safe routes - Link to and promote health and well being (link to quality of life and environment) - Reduce cars (link to reduce car journeys). - Enforcement (camera driven) - People ignoring yellow boxes (education) |
| Cycling | Separation of cyclists from other road users. <ul style="list-style-type: none"> - | Cycling <ul style="list-style-type: none"> - Separation of cycling from conflicting users | needs |

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

- People

are getting

on

full

| | | | |
|--|--|--|------|
| | | trains and standing, or even not being able to get | onto |
|--|--|--|------|

trains.

2.b) Additional areas of focus / objectives identified by each workshop session

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

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:

| Number of 'votes' | Objectives |
|--------------------------|--|
| 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 |
|-------------------------------------|--|
| Session 1 (Saturday morning) | |
| 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. |
| Session 2 (Saturday afternoon) | |
| 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. |
| Session 2 (Monday evening) – Group 1 | |
| 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 |
| Session 3 (Monday evening) - Group 2 | |
| 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 |

objective).

| | |
|-----------------------------------|---|
| 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?
Ilan 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):

| Ward | Attendee |
|-------------------------------------|---------------------|
| Session 1 Saturday morning | |
| Blackheath | Dru Vesty |
| Crofton Park | Mike Burnside |
| Ladywell | Valerie Weber |
| Ladywell | Tony Major |
| Lewisham | Matthew Morley |
| Central | |
| Perry Vale | Ena Williams |
| Whitefoot | Duncan Peterkin |
| Session 2 Saturday afternoon | |
| Ladywell | Cllr Vincent Davis |
| Ladywell | Geoffrey Thurley |
| Lewisham | Cllr Stella Jeffrey |
| Central | |
| Rushey Green | Tessa Pearce |
| Rushey Green | James Dobson |
| Bellingham | Cllr Ami Ibitson |
| Session 3 Monday evening | |
| 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)**

Further details contact:

- Ian Plowright, LB Lewisham Transport Strategy and Development, 020 8314 2090
ian.plowright@lewisham.gov.uk
- Niall Machin, CAG Consultants 020 8678 8798 nm@cagconsult.co.uk



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.

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.

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.

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.

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

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

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.

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.

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.

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.

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.

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 extended 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.

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.

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.

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.

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

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

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

Answer: The Council is monitoring trends.
information on the car ownership slide was

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

using information from the population back as far as 1971.

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

distributor

TfL.

aimed at

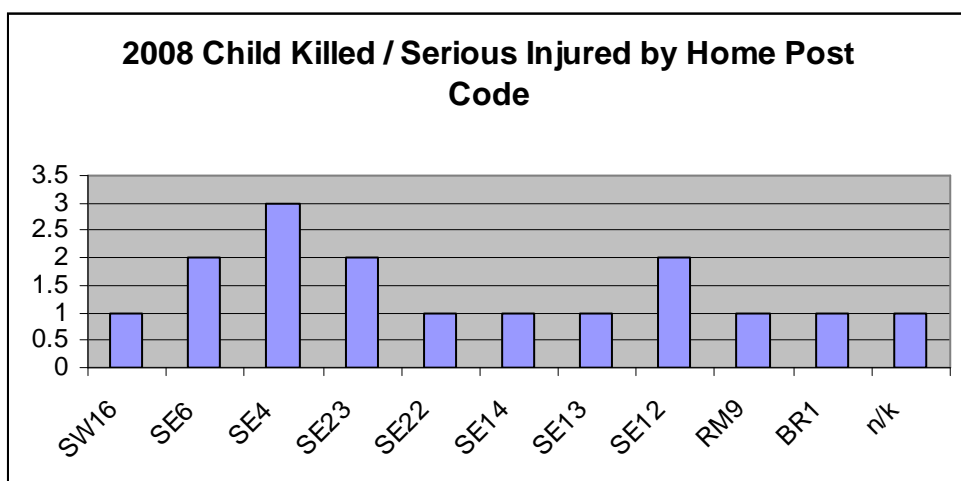
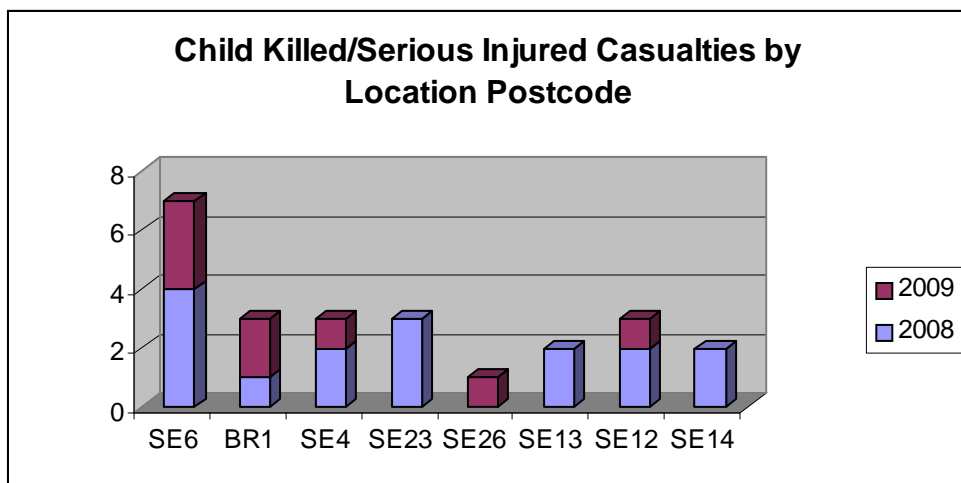
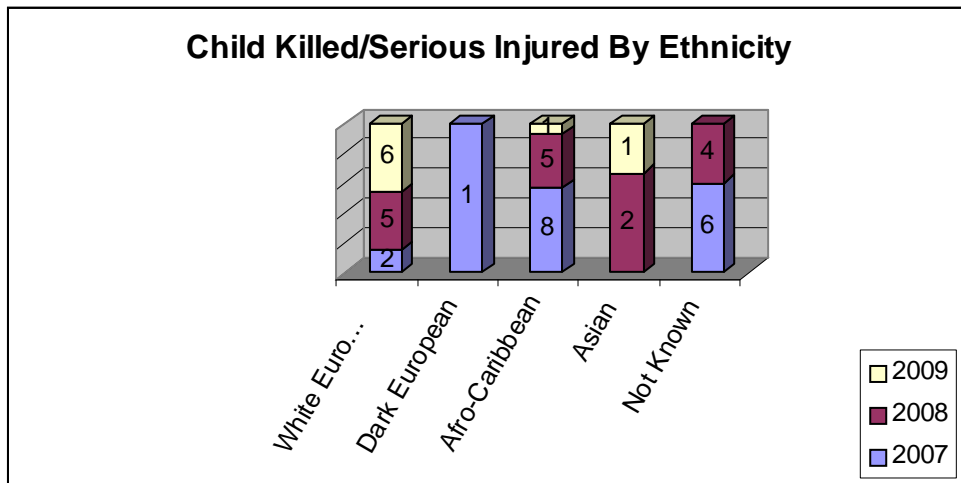
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Appendix 2

Child Road Accident Data for Lewisham



2009 child Ksi home post code data is exactly the same as the location postcode

As you can be seen the casualties for children have dropped dramatically over the years, in 2008 there were 2 fatalities and 14

serious injuries and in 2009 there were 8 serious injuries. However from the chart below you will see that the number of young afro Caribbean children injured which showed an increase in 2002 - 3 has now dropped from 38.6 to 33.

| Year | Ethnic Group | No. of Casualties | | | | Sum |
|------|------------------|-------------------|---------|-----------|----------|-----|
| | | Casualty Severity | 1 Fatal | 2 Serious | 3 Slight | |
| 2007 | 1 White European | | 0 | 2 | 17 | 19 |
| | 2 Dark European | | 0 | 1 | 5 | 6 |
| | 3 Afro-Caribbean | | 0 | 8 | 23 | 31 |
| | 4 Asian | | 0 | 0 | 2 | 2 |
| | 9 Not Known | | 0 | 6 | 10 | 16 |
| | Sum | | 0 | 17 | 57 | 74 |
| 2008 | 1 White European | | 1 | 4 | 25 | 30 |
| | 2 Dark European | | 0 | 0 | 1 | 1 |
| | 3 Afro-Caribbean | | 1 | 4 | 23 | 28 |
| | 4 Asian | | 0 | 2 | 3 | 5 |
| | 5 Oriental | | 0 | 0 | 3 | 3 |
| | 9 Not Known | | 0 | 4 | 12 | 16 |
| | Sum | | 2 | 14 | 67 | 83 |
| 2009 | 1 White European | | 0 | 6 | 16 | 22 |
| | 2 Dark European | | 0 | 0 | 9 | 9 |
| | 3 Afro-Caribbean | | 0 | 1 | 32 | 33 |
| | 4 Asian | | 0 | 1 | 1 | 2 |
| | 9 Not Known | | 0 | 0 | 12 | 12 |
| | Sum | | 0 | 8 | 70 | 78 |

Appendix 3

1. 1 in 6 people have a disability and figure likely to shift as population ages.
2. Objective of reducing reliance on the private car needs to have caveats. For many people with disabilities the car is the only effective means of transport.
3. What does the objective 'improved permeability' mean? Working needs to be clearer.
4. There is no such thing as integrated transport for those who uses wheelchairs. Some stations are accessible, some are not. Some are accessible going in one direction, but not the other direction. Many smaller stations not staffed off-peak. Buses often arrive with buggies in the wheelchair space and hence wheelchair user not allowed on by driver. Sometimes lift on bus does not work or at least driver says it does not work. Other times lift is deployed but the bus is not made to kneel and so the ramp is dangerously steep.
5. Footways leading to stations may not be accessible. Example given of footways on TLRN by Catford Station. IP mentioned that the Council will be using the Pedestrian Environment Review System on its streets, particularly where proposing a 'Corridor' or 'Neighbourhood' project, to assess and record barriers to access (e.g. missing dropped kerbs, broken paving) amongst other issues, and if doing a review near TLRN (particularly near a station) could be extended into TLRN and results passed to / discussed with TFL.
6. Can be extremely difficult to get an accessible taxi in Lewisham if using taxicard. Can often wait a couple of hours for a taxi.
7. Very difficult to get through to Dial-a-Ride on the phone to make a booking. Likely that demand/need for service outstrips supply and hence phone used as a narrow point in the system rather than answer lots of calls just to say there are no spaces available. Dial-a-Ride very reluctant to take passengers outside the borough.
8. Increasing reports from LDC members of verbal and physical abuse on buses. Often associated with the space set aside for wheelchairs. E.g. One disabled person told they should not be using the bus as they had their own service, namely dial-a-ride.
9. Getting to and from an appointment using hospital transport can take a whole day.
10. Not enough blue badge parking at Town, District, Neighbourhood and Local centres. Bays of correct size needed and also a problem of other parked vehicles encroaching into the bays making them useless. Blue Badge parking needs to be considered/provided whenever proposing a neighbourhood or corridor scheme. Bays need to be on the main street. Someone driving along will not know if bays are in the side streets.
11. Problem with Blue Badge bays provided for a resident but near to a station or centre. Will often be used by station/centre users with blue badges and so not available to the resident.
12. Often when dropped kerbs etc are put in they are not done properly. Example given of new dropped kerb at Crofton Park which still has a lip/up-stand. Local LDC members willing to take part in an access audit where a corridor / neighbourhood scheme is proposed and also be willing to be part of checking for snagging at completion.
13. When doing Corridor etc schemes should strive to make shop doorways accessible.
14. Getting rid of street clutter is a good idea. Often effective footway width is brought right down to the point where a person in a wheelchair can not progress if a pedestrian is coming the other way.

15. There are issues for LDC members trying to increase physical activity. At Downham Lifestyle, parking limited to two hours and LDC members have been fined if overstay (legality of the fines questioned) although there is a system in place whereby if you give your details to the desk they will allow you to stay longer. At other Lewisham leisure centres, there is the opposite problem ie no parking enforcement and blue badge bays are routinely parked in by non-blue badge holders. Cycling can and is used to increase mobility by people with disabilities. Cycle training should be extended to adults and children with disabilities offering the opportunity to try differently adapted bikes and to gain exercise.
16. Problem with use of Council fleet buses. Some groups seem to be able to use them for free, some have to pay and others denied use all together. No consistency. However, Lewisham Community Transport works well and with good quality buses.