

MAYOR & CABINET		
Report Title	Cycle Superhighway 4 Implementation works	
Key Decision	Yes	Item No.
Ward	All	
Contributors	Executive Director for Resources and Regeneration	
Class	Part 1	Date Jun 5 2019

1. Summary

1.1 TfL, in collaboration with borough officers, has developed proposals for Cycle Superhighway 4 (CS4). The scheme will create a continuous segregated cycle route between Tower Bridge and Greenwich, and improve pedestrian facilities and public spaces. The proposals, which can be found in Appendix 1, include:

- Two-way segregated cycle track on Tooley Street, Jamaica Road, Evelyn Street and Creek Road
- Five new signal-controlled pedestrian crossings and upgrades to over 20 existing pedestrian crossings
- New and improved public spaces at Deptford High Street and Rotherhithe roundabout, including new paving and trees
- New traffic restrictions including banned turns on some side roads along Jamaica Road and at Deptford High Street
- Changes to some bus stop layouts and locations, including new bus stop bypasses for cyclists

1.2 In Lewisham, CS4 would give Evelyn Street and the adjoining roads a clearer and safer route for cycling. This will be complemented with new pedestrian crossings, improved public spaces to make the area a more pleasant places to live, work, shop and spend time. The proposals also aim to accommodate the area's future growth and CS4 would help connect communities along the route, linking important amenities and facilities.

1.3 Council officers are working closely with Transport for London, LB Southwark and LB Greenwich to ensure the project is coordinated effectively between all the highway authorities and local stakeholders. This report provides a summary of the scheme, and seeks approval for it's implementation within the London Borough of Lewisham.

2. Purpose of the Report

- 2.1 The purpose of the report is to update the Mayor and Cabinet on the current status of the CS4 programme and to seek approval for the implementation of the project within the London Borough of Lewisham, as set out in Appendix 1.
- 2.2 The construction phase of the CS4 programme is scheduled to commence in autumn 2019, with the works being undertaken by TfL's contractor. This will be done through a legal agreement (Section 8 Highways Act 1980) with TfL, which allows another highway authority to carry out works on the London Borough of Lewisham's highway network

3. Recommendations

3.1 It is recommended that the Mayor & Cabinet:

- approves the implementation of the scheme within the London Borough of Lewisham, as set out in Appendix 1;
- approves officers to enter into a Section 8 of the Highways Act 1980 Agreement to allow TfL's highways contractor to carry out the CS4 works on London Borough of Lewisham highway.

4. Policy Context

- 4.1 The Lewisham Cycling Strategy has set out Lewisham's policy objectives for cycling in the borough. The principle of working with TfL to deliver CS4 was agreed as part of this strategy.
- 4.2 The proposals support the Council's commitment to promote and increase cycling. This scheme will encourage active travel within the borough and particularly shift journeys from short bus and car trips, with potential benefits to air quality and public health.
- 4.3 The delivery of CS4 will assist in changing the perception of cycling safety. It also contributes to the following objectives within the Council's Corporate Strategy 2018-2022 in particular: Making Lewisham Greener, Building Safer Communities and Building an Inclusive Local Economy.
- 4.4 Under the Mayor of London's Transport Strategy these proposals support the Mayor of London's aim for 2041 for 80% of all trips in London to be made on foot, by cycle or using public transport. This ambition is also reflected in the Council's Transport Strategy and Local Implementation Plan 2019-2041 (LIP3).

5. Background

5.1 The proposed Cycle Superhighway 4 was first put forward as part of Boris Johnson's "Vision for Cycling" document in 2013, but was only progressed to the delivery phase in 2016. CS4 was identified as a key cycling scheme in the Mayor of London's 2018 Transport Strategy and has progressed through preliminary design to detailed design. A public consultation exercise was undertaken which, in Lewisham, received an 83 per cent public backing in favour of the proposals. For further detail on the results of the consultation, see section 6 of this report.

5.2 Programme

5.2.1 The key milestones are listed below:

- *Consultation ended – 19 November 2017*
- *Detailed design commenced – November 2018*
- *Mayor & Cabinet sign-off - June 2019*
- *Construction (end to end) – September 2019 - Summer 2021*

5.2.2 LB Southwark is overseeing the delivery of the Lower Road gyratory removal scheme (incorporating the CS4 two-way track) as part of the Canada Water/Surrey Quays regeneration programme. The Lower Road proposals are working to a separate programme to CS4's. However, it is hoped that the construction phase in LB Lewisham will be complete near the time of construction work starting on Lower Road which will illustrate to the public a joined up and fluid strategy to CS4 implementation.

5.3 **Traffic modelling**

5.3.1 TfL has undertaken extensive modelling of the scheme and it is expected that there will be some changes to travel patterns in the area as a result of the scheme. In terms of delay to journey times for traffic, most impacts are negligible, with the biggest impact is predicted to be on Trundley's Road. LB Southwark's initial Lower Road proposals saw a significant delay (25-30 minutes) for vehicles travelling northbound on Trundleys Road. LB Lewisham officers have since worked with LB Southwark and TfL to amend proposals to reduce the impact on Trundleys Road. Eight design iterations have taken place and the final design has been modelled and has thus reduced this delay to 6-8 minutes. This delay should be viewed as an indicative estimate of the impacts of the scheme implementation. Modelling does not take into account many external factors such as the Ultra-Low Emission Zone and the continuing reduction in car ownership. Delays to vehicle journey times also need to be considered against the benefits that will be achieved through delivery of the scheme.

5.4 **Project Management by Lewisham**

5.4.1 The borough in, cooperation with TfL and neighbouring boroughs, wishes to ensure the proposed CS4 is delivered in a timely manner and the use of one contractor to do these works is considered the best approach. TfL's term contractor, Kier, will work directly for TfL to ensure delivery to a tight programme rather than tendering the scheme or a series of smaller projects.

5.4.2 It is usual that the Council delivers such major highway works within the borough and thus Mayor and Cabinet approval is required to allow such an extensive Section 8 works on our highway network. Leading up to this the borough requests for TfL to clarify the details to accompany any Section 8 Agreement such as; timetable, consultation, traffic management, site supervision, future maintenance, technical approval process, audits, financial and regulatory obligations and the Council's role within the contract with Kier.

5.4.3 TfL have agreed that they will reimburse the Council's costs for this project that includes; legal costs, project management, clienting, Engineer's inspection and certification of the ongoing site works

6. **Consultation and Publicity**

- 6.1 As part of the Lewisham Cycling Strategy document, working with TfL towards the delivery of CS4 in Lewisham was agreed. The strategy was widely consulted on with key stakeholders and user groups.
- 6.2 Between 28 September and 19 November 2017 TfL consulted on detailed proposals for Cycle Superhighway 4 (CS4) from Tower Bridge to Greenwich. The consultation asked for feedback on the proposals from residents, businesses, employers, transport users and other key stakeholders. In March 2018 TfL published a factual consultation report which provided a summary and detailed analysis of the suggestions and concerns that stakeholders and members of the public brought to our attention. The factual consultation report can be found at tfl.gov.uk/cs4.
- 6.3 TfL received 3,265 direct responses to the public consultation, of which 83 per cent supported or strongly supported our proposals. 14 per cent did not support them, while 3 per cent said they neither supported nor opposed the proposals. 52 responses were from key stakeholder groups, which comprised of politicians, statutory bodies, employers, trade organisations, residents' associations, developers, campaign groups, disability groups, and more.
- 6.4 An additional 1,350 template emails were received via the London Cycling Campaign website which strongly supported the overall proposals and made suggestions for further improvements. An additional 80 template emails were received from Sustrans which also supported the proposals.

7. Financial Implications

- 7.1 Delivering CS4 has no direct cost to the London Borough of Lewisham. TfL will bear the whole cost of the Improvement Works, including any costs arising from undertaking remedial works during the "Defects Rectification Period". For the avoidance of doubt this will include the Borough's proper and reasonable costs for inspecting and signing off the Improvement Works prior to the issue of the Completion Certificate and the Defects Certificate.
- 7.2 TfL shall reimburse the Council in respect of all costs and expenses reasonably incurred by the Council in connection with CS4 activities, which have been agreed in advance between both parties. The Council will provide TfL with its cost forecast and will inform them of any changes to this forecast.

8. Legal implications

- 8.1 Section 8 of the Highways Act 1980 permits local highway authorities to enter into agreements with other such authorities for or in relation to the construction, reconstruction, alteration, improvement or maintenance of a highway for which any party to the agreement are the highway authority. Section 65 of that Act specifically enables a highway authority to construct a cycle track as part of the highway.
- 8.2
- 8.3 The exercise of the powers by TfL on behalf of the Council shall be on such terms and subject to such conditions as may be so specified in the Section 8 agreement, and will include those matters set out in paragraph 5 of this report. This includes the requirement that TfL will pay the Council's reasonable legal costs in connection with the Section 8 Agreement, and provisions relating to the negotiation and completion of the CS4 works including a mechanism for payments to be made to the Council .

9. Crime and Disorder Implications

9.1 There are no Crime and Disorder Implications arising from this report.

10. Equalities Implications

- 10.1 The Council's Comprehensive Equality Scheme for 2016-20 provides an overarching framework and focus for the Council's work on equalities and help ensure compliance with the Equality Act 2010. The Act streamlines all previous anti-discrimination laws within a Single Act. The public sector Equality Duty, which is part of the Equality Act 2010, came into effect on the 5 April 2011.
- 10.2 The equality legislation covers the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation. It also applies to marriage and civil partnership, but only in respect to eliminating unlawful discrimination and only in relation to employment.
- 10.3 The Equality Duty has three aims. It requires public bodies (including local authorities) when making decisions to have due regard to the need to:
- eliminate unlawful discrimination, harassment, victimisation and any conduct prohibited by the Equality Act 2010
 - advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
 - foster good relations between people who share a protected characteristic and people who do not share it.
- 10.4 An Equalities Analysis Assessment is to be developed by TfL to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate changes made. The overall findings of the assessment were that the proposals do not discriminate or have significant adverse impacts on any of the protected characteristics.

11. Environmental Implications

11.1 One of the key aims of the scheme is to encourage more journeys to be made by bicycle. Some of these trips will transfer away from motorised modes, which will have a positive impact on congestion and therefore air quality. There may be some localised increases in congestion as a result of the reallocation of road space, but as set out earlier in the report, these are considered to be outweighed by the wider benefits of the scheme.

12. Background Documents and Originator

Background documents:

- **Lewisham Cycling Strategy 2017**
<http://councilmeetings.lewisham.gov.uk/documents/s53983/Lewisham%20Cycle%20Strategy%202017.pdf>
- **LBL Transport Strategy and Local Implementation Plan (LIP3)**
<https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>
- **Lewisham for the many, not the few** - Lewisham Labour's Manifesto 2018
<https://d3n8a8pro7vhmx.cloudfront.net/labourclp373/pages/1029/attachments/original/1523112459/LewishamLabourManifesto2018.pdf?1523112459>

- **Mayors Transport Strategy – Greater London Authority 2018**
<https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>

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