



Sustainable Development Select Committee

Response to the comments of the Sustainable Development Select Committee on the sustainable streets programme

Date: 15 January 2024

Key decision: No.

Class: Part 1

Ward(s) affected: All

Outline and recommendations

This report provides Mayor and Cabinet with a response to the comments of the Sustainable Development Select Committee which were presented in a referral report to the 1 November 2023 Mayor and Cabinet meeting. The referral was made following consideration of the report presented to the Sustainable Development Select Committee on Tuesday 12 September 2023 by officers on the sustainable streets programme.

The Mayor and Cabinet is recommended to note the officer response to the committee set out below and that the response will be provided to the Sustainable Development Select Committee.

1. Summary

- 1.1. On Tuesday 12 September 2023 a report was presented by officers to the Sustainable Development Select Committee on the Sustainable Street programme.
- 1.2. Following questions to officers; the committee agreed to refer its views to Mayor and Cabinet.:

2. Recommendations

- 2.1. The Mayor and Cabinet is recommended to note the officer responses to the

committee set out below and that the responses will be provided to the Sustainable Development Select Committee.

3. Policy Context

- 3.1. The contents and recommendations of this report are consistent with the Council's policy framework, as well as wider regional and national policies and priorities, as outlined below:
- 3.2. **Corporate Strategy (2022-2026)** – This sets out what the Council plans to deliver for residents between 2022-2026. The recommendations of this report will help to support the implementation of the Corporate Strategy, namely making Lewisham 'cleaner and greener, where the Council has committed to enable more active travel and aim to reduce reliance on cars.
- 3.3. **Future Lewisham (2021)** – This outlines the Council's ambitions for the future and priorities as the borough recovers from the impact of the Covid pandemic. One of the core themes of the plan is to create a 'greener future', building on the observed increase in walking and cycling seen locally, and all the other ways our environment benefitted from behaviour changes during the pandemic. The other core theme is 'a healthy and well future' and recognises that good health and wellbeing is dependent on many determinants including physical activity and air quality.
- 3.4. **Climate Emergency Action Plan (2019)** – This sets out the Council's ambition for Lewisham to be a carbon net-zero borough by 2030. More than 25% of the borough's carbon emissions come from transport, including vehicles travelling in or through the borough. Within the action plan, one of the key policies is to move to a decarbonised transport network through encouraging modal shift and managing parking.
- 3.5. **Air Quality Action Plan (2022-2027)** – This outlines the Council's five year strategy to improve air quality in the borough and across London. This includes objectives for cleaner transport policies, such as encouraging more trips to be made by walking, cycling or public transport to reduce car use; improved provision of infrastructure to support walking and cycling; and installation of electric vehicle charging points to enable the uptake of electric vehicles.
- 3.6. **Mayor of London's Transport Strategy (2018)** – This has an overarching aim of reducing dependency on cars and sets strategic targets for 80% of journeys in London to be made by walking, cycling and public transport by 2041 and for all Londoners to do at least 20 minutes of active travel each day by 2041.
- 3.7. **Transport Strategy and Local Implementation Plan (2019-2041)** – The objectives of this strategy is for travel by sustainable modes to be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham; for Lewisham's streets to be safe, secure and accessible to all; for Lewisham's streets to be healthy, clean and green with less motor traffic; and for Lewisham's transport network to support new development whilst providing for existing demand. One of the aims of the Transport Strategy is to reduce car use and car ownership in the borough through increasing CPZ coverage.
- 3.8. **London Net Zero 2030: An Updated Pathway** – In 2022, the Mayor of London commissioned Element Energy to analyse the possible pathways to achieving net zero. The Mayor has indicated an Accelerated Green Pathway will be followed in order to achieve net zero, for which one of the key requirements is a 27% reduction in car vehicle kilometers travelled by 2030.
- 3.9. **Healthy Streets for London (2017)** – The Mayor of London and TfL are taking the Healthy Streets approach to encourage more Londoners to walk, cycle and use public transport. This approach aims to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live,

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work, play and do business. It outlines some practical steps to help Londoners use their cars less and walk, cycle and use public transport more, including:

- Improving local environments by providing more space for walking and cycling, and better public spaces where people can interact;
 - Prioritising better and more affordable public transport, and safer and more appealing routes for walking and cycling;
 - Planning new developments so people can walk or cycle to local shops, schools and workplaces, and have good public transport links for longer journeys.
- 3.10. **London Environment Strategy (2018)** – This strategy brings together approaches to every aspect of London’s environment, integrating air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change, ambient noise, and the low carbon circular economy. It recognises that poor air quality is the “most pressing environmental threat to the future health of London” and sets out a roadmap to zero emission road transport which includes reducing car use.
- 3.11. **Gear Change (2020)** – This strategy sets out the actions required at all levels of government to increase walking and cycling in England, in order to improve air quality, combat climate change, improve health and wellbeing, address inequalities and tackle congestion on our roads.

4. Sustainable Development Select Committee Views

- 4.1. The Committee reiterates the recommendations it made at its meeting on the 19 June 2023 and requests that officers provide a comprehensive response:
- 4.2. That further information and timelines be provided on the implementation of cycle hangars, parklets and improvements to the transparency of communication around waiting lists for cycle parking.
- 4.3. That priority should be given to enforcing contraventions in areas with existing parking controls – particularly in the case of protected junctions, cycle lanes and anti-social pavement parking.
- 4.4. That the committee would welcome further improvements and enlargement of protected space for active travel.
- 4.5. That the maps being used in the consultation should be updated with the current ward boundaries.
- 4.6. The committee also recommends that councillors (particularly those in wards impacted by the programme) be engaged at an early stage of the development of proposals – and kept up to date as consultations are carried out. The committee believes that lessons from each stage of the consultation should be learnt in order to improve the following stages. Members also believe that further consideration should be given to engaging more effectively with the views and concerns of underrepresented groups.
- 4.7. The committee recommends that consideration should be given to how best the advantages and benefits of active travel improvements (including new electric vehicle infrastructure, improved green spaces and cycle parking) can be communicated and enjoyed. Members believe that this should happen at an early stage of engagement with residents, in order to balance concerns regarding the potential perceived negative impacts, such as parking charges. Furthermore, the committee believes that the improvements being delivered through the sustainable streets programme should be aligned with the council’s broader ambitions for active travel.

5. Officer response to Sustainable Development Select Committee

- 5.1. 203 cycle hangars have been installed to date. There are currently 1439 individual

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requests for cycle hangars. This is a dynamic waiting list based on demand. Residents are recommended to gather support from neighbours to make requests for a cycle hangar on their road to improve the likeliness for a cycle hangar to be installed in the vicinity. The proposed installation programme of cycle hangars for 2023/24 can be found on the council's website, the link to which can be found below. The programme for 2024/25 will be uploaded early in the next financial year. Lewisham Council is currently developing a Parklets policy to establish formal guidelines and mechanisms for the implementation of parklets in the borough, and ensure that applications are dealt with in a consistent manner.

<https://lewisham.gov.uk/myservices/roads-and-transport/cycling/cycle-storage-for-hire>

5.2. The Council's parking enforcement contractor does already enforce known hotspots for parking contraventions, and these form part of the enforcement officers regular areas to visit. When reports of inconsiderate or obstructive parking are received enforcement officers can also be diverted to investigate and enforce where possible. The new areas of double yellow line junction protection markings that have recently been installed across Catford / Crofton Park are already being enforced with PCNs having been issued. Mandatory cycle lanes can be enforced where vehicles are seen contravening this restriction. Footway parking is being reviewed as a part of the Sustainable Streets programme, with instances of this being assessed on a site by site basis and removed where necessary to ensure accessibility for all.

5.3. Two reports were presented to Sustainable Development Select Committee in November 2023 and January 2024 providing information on the emerging active travel strategy and the progress of the cycle network development. The requirement for segregation is established through the use of the TfL New Cycle Route Quality Criteria assessment and the alignment with the Local Transport Note 1/20 (LTN 1/20) on Cycle Infrastructure Design. These standards and guidelines aim to achieve a balance between the requirement for physically protected cycle facilities and the site and cost constraints. A recent example of a new cycle route that includes protected space for people who cycle is Deptford Church Street cycle improvements project, information on this can be found using the link below.

<https://lewisham.gov.uk/myservices/roads-and-transport/cycling/deptford-church-street-cycle-improvements>

5.4. The design team have been provided the most recent ward boundaries to ensure these are used in all consultation materials for the sustainable streets programme.

5.5. Ward members for any affected wards will receive a briefing prior to any consultations commencing in their ward. A lessons learnt exercise was carried out following the phase 1 consultations in Catford / Crofton Park, Deptford and Evelyn areas. This has led to the development of a two stage consultation approach for future phases. Residents will initially receive a postcard through their door directing them to a survey and the Common Place consultation platform that will include an interactive map that residents can click on to highlight issues, or where they would like to see certain measures introduced. The feedback received will then be used to shape designs for further consultation. We will be actively encouraging as many responses as possible for both stages of the consultation, so that the most informed decisions can be taken. Door knocking is carried out in areas of low response rates and assistance provided to those that require it in order to complete the consultation.

5.6. The two stage consultation approach that has now been adopted will enable residents to highlight measures they would like to see introduced within their street. The designs that are then developed are more likely to align with the residents aspirations for their street in the first instance. Residents and businesses are written to a number of times throughout the process, including a statutory consultation on the traffic management orders and information letters on any final proposals which is used to help promote the

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new measures being delivered. A great deal of publicity is also put out via the council's various communication channels such as the website and social media.

6. Financial implications

6.1. There are no financial implications as a result of the recommendations in this report.

7. Legal implications

7.1. There are no legal implications as a result of the recommendations in this report.

8. Equalities implications

8.1. A full Equality Impact Assessment (EIA) has been carried out for the Sustainable Streets programme and can be found in Appendix D to the Sustainable Transport and Parking Improvements report presented to Mayor and Cabinet in December 2022 (see paragraph 13.1.).

9. Climate change and environmental implications

9.1. There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Amendments made in the Environment Act 2021 aim to strengthen these duties by giving greater clarity on the requirements of action plans enabling greater collaboration between local authorities and all tiers of local government.

9.2. Encouraging more journeys to be made by walking and cycling rather than private transport will help encourage a green recovery from the COVID-19 pandemic and the negative impacts associated with vehicular traffic. Keeping traffic and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Emergency Action Plan.

10. Crime and disorder implications

10.1. Through designating parking bays, Controlled Parking Zones can reduce nuisance and dangerous parking such as parking on pavements or blocking access, and make streets safer by indicating where it is safe to park and creating better visibility for drivers, pedestrians and cyclists at junctions.

10.2. In addition, the Council will implement 'no waiting at any time' markings (double yellow lines) on all roads consulted, regardless of whether support for the introduction of wider measures is received. This is to protect junctions and improve visibility of pedestrians and cyclists.

11. Health and wellbeing implications

11.1. As the project aims to encourage more sustainable modes including active travel the introduction of additional kerbside management measures may have long term public health benefits.

11.2. The introduction of sustainable transport and parking improvements can have a number of benefits including improving air quality and climate action, road safety and the local street scene. They can be used to enable and encourage alternative modes of travel such as walking, cycling and public transport by reassigning carriageway space for these users, space that would have otherwise been utilised by those travelling in and parking private vehicles.

11.3. Delivering a sustainable transport and parking improvements scheme gives Lewisham the opportunity to; encourage active travel modes, reduce unnecessary car journeys, regulate parking places, improve road safety, better meet the needs of disabled

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residents with blue badge parking, provide cycle storage, and consider bike hire and e-scooter hire schemes.

- 11.4. Dropped kerbs at crossing points will improve accessibility for older and disabled residents, whilst double yellow lines around junctions will help to improve road safety by improving visibility for vehicles turning and people wanting to cross. These measures can help encourage residents to walk and cycle more.
- 11.5. A package of measures will be designed for each street, with improvements to the street scene at the forefront. Consideration will be given to tree planting, parklets and additional greenery where possible and appropriate.

12. Background papers

- 12.1. [Sustainable Transport and Parking Improvements Programme report](#) – presented to Mayor and Cabinet in December 2022
- 12.2. [Sustainable Streets – Phase 1 recommendations and next steps report](#) – presented to Mayor and Cabinet in July 2022

13. Glossary

Term	Definition
CPZ	Controlled Parking Zone
EV	Electric vehicle

14. Report author(s) and contact

- 14.1. Joe Burbidge, Strategic Transport Manager, joseph.burbidge@lewisham.gov.uk

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