

BUILDING NEW HOMES IN SOUTH LEWISHAM, THE PUBLIC TRANSPORT QUESTION

The views of Phoenix Community Housing Association

Background

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

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

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

Meeting housing needs and developing our community

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

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

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

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

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

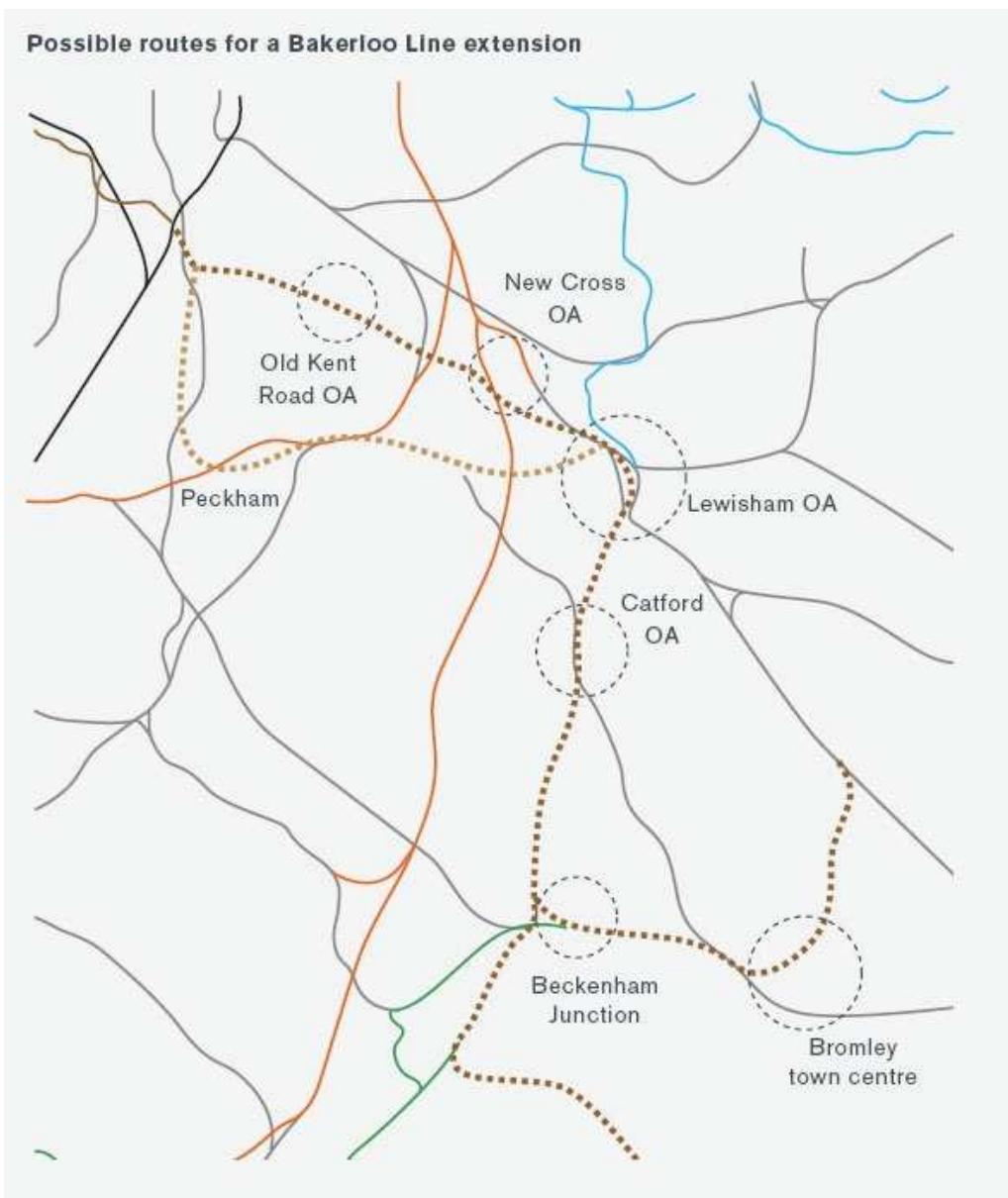
The Mayor of London's "London Infrastructure Plan 2050: Transport Supporting Paper" gives a lot of detailed information which supports the benefits of improving transport links to benefit whole communities.

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

A case for improved transport infrastructure for the South of Lewisham

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

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



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

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Phoenix

Our community in our hands

www.phoenixch.org.uk

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