

MAYOR & CABINET		
Report Title	Mayoral response to the Sustainable Development Select Committee on the Modern Roads Review.	
Key Decision	No	Item No.
Ward	All	
Contributors	Executive Director for Resources and Regeneration	
Class	Part 1	Date: 23 March 2016

1 Purpose

- 1.1 This report sets out the response to Modern Roads Review undertaken by the Sustainable Development Select Committee and presented to the Mayor and Cabinet meeting on 13 January 2016.

2 Recommendations

- 2.1 It is recommended that the Mayor:
- 2.2 Notes the response from the Executive Director for Resources and Regeneration to the Modern Roads Review undertaken by the Sustainable Development Select Committee as set out in section 2 of this report, and;
- 2.3 Agrees that this report be forwarded to the Sustainable Development Select Committee.

3 Policy Context

- 3.1 The Local Implementation Plan (LIP) sets out Lewisham's policy objectives for transport and has been developed within the framework provided by the Mayor's Transport Strategy.
- 3.2 Lewisham's second LIP was approved by the Lewisham Mayor and the London Mayor in 2011. The LIP was developed within the framework provided by the MTS and consists of an evidence base, objectives, targets and initial three year programme. The goals, objectives, and outcomes for the LIP reflect local policies and priorities and are aligned with the Council's Corporate Priorities and the Sustainable Community Strategy.
- 3.3 As a major policy document, the LIP supports all six priorities of the Sustainable Community Strategy and has particular relevance to the many economic, environmental and social improvements that rely on a modern transport system.

4 Background

- 4.1 The Modern Roads Review was scoped by the Sustainable Development Select Committee in October 2014 and three evidence gathering sessions were held in December 2014, January 2015 and April 2015. The Committee

agreed the report and the recommendations in September 2015, and these were presented to Mayor and Cabinet on 13 January 2016.

5 Sustainable Development Select Committee Recommendations

5.1 On 13 January 2016, the Committee made the following recommendations to the Mayor and Cabinet:

1. That the implementation of the borough-wide 20mph zone be monitored with an emphasis on Council and borough police plans for enforcement and supported with a multi-platform publicity and education programme for residents and drivers.
2. That the Council considers the full range of different cycle-friendly road designs that radically improve the safety and environment for cyclists including, among other sources, the Sustrans 'Cycle Friendly Design Manual: Handbook for cycle-friendly design' and existing working schemes in other London boroughs.
3. That the Council engages with Living Streets to conduct a Community Street Audit in a specific area to improve the environment for cyclists and pedestrians.
4. That officers investigate some of the proposals outlined by Lewisham Cyclists in relation to improving cycling conditions in the borough (6.11-15).
5. That the Council facilitates a scheme that offers recycled bikes at a reasonable price to children in the borough.
6. That the Council investigates the possibility of having a similar 'cycle hub and bike hire scheme like LB Croydon's cycle hub and/or Brompton Bike Hire dock.
7. That any future re-design of the A205/Catford Gyratory incorporates the needs of cyclists and pedestrians from the beginning of the process and that the Mayor pushes TfL and the Council to make a decision on the relocation of the A205 within the next few months.
8. That the Council take forward an expansion of the ultra low emissions zone, and look at how air quality issues are viewed in major developments in the borough (e.g. where schools are built in the borough, ensuring they are away from main roads).
9. That the Council reviews policy to increase the planting of street trees with a view to obtaining external funding wherever possible.
10. That the Mayor lobbies Transport for London to extend the Cycle Hire Scheme into Lewisham.

2 Mayoral Response to the Sustainable Development Select Committee

2.1 The recommendations of the Sustainable Development Select Committee are welcomed, and they reflect the ongoing work of LB Lewisham towards the development of a more sustainable transport system.

- 2.2 **Recommendation 1** – That the implementation of the borough-wide 20mph zone be monitored with an emphasis on Council and borough police plans for enforcement and supported with a multi-platform publicity and education programme for residents and drivers.
- 2.3 **Response 1** – In the 2014 the Mayors election manifesto gave a commitment to introduce a borough-wide 20mph was launched. 20mph zones have been introduced in residential areas throughout Lewisham over the last 12 years and 65% of the boroughs roads are now 20 mph roads.
- 2.4 The rationale of the borough-wide 20mph speed limit introduction is to reduce speeds and reduce the number and severity of casualties across the borough. The lower speed limit will also create a fairer balance between vulnerable road users and the motor vehicle. The borough-wide limit will ensure a consistent and fair approach to all residents and road users to engender a culture of driving at lower and safer speeds. For each 1mph reduction in speeds there is an estimated 6% reduction in casualties.
- 2.5 The Council recognises that some roads are better suited to 20mph limits than others, and a widespread monitoring exercise will identify those roads where compliance needs to be improved. Officers are working closely with the Met Police to identify areas of priority concern so we can deliver a joined up approach.
- 2.6 In recent years, there has been a change in the Police's approach to 20mph speed limits. The police will continue with speed enforcement in boroughs at the current levels. The main requirement is that boroughs work with the Police to ensure roads are suitable for a 20 mph speed limit, with clear and correct signing, and additional physical measures where appropriate. The main advice is to work with the Police at the planning stage and to make use of new initiatives such as Community Roadwatch. Existing speed cameras can now be re-calibrated to enforce 20mph limits. Driver rectification courses are also offered to any drivers exceeding the speed limit in a 20mph speed limit.
- 2.7 Preparations are also underway to inform drivers and residents, with information currently available on the website and widespread publicity, including Lewisham Life, planned for the launch date, which will provide details and reasons for the scheme. The online information is available at: <https://www.lewisham.gov.uk/myservices/transport/road-safety/Pages/20mph-borough-speed-limit.aspx>
- 2.8 Implementation is planned for the summer holidays, with a launch date in Sept to coincide with school return. A school competition is being launched to design posters for the roll out of the scheme, which will be used on the dust carts in the borough and for future campaigns.
- 2.9 Other day to day road safety work will be supporting the introduction of the speed limit – the older driver's course and the moped/two wheeler courses being planned at present will also be support the introduction of the new borough-wide 20mph limit.
- 2.10 **Recommendation 2** – That the Council considers the full range of different cycle-friendly road designs that radically improve the safety and environment for cyclists including, among other sources, the Sustrans

'Cycle Friendly Design Manual: Handbook for cycle-friendly design' and existing working schemes in other London boroughs.

- 2.11 **Response 2** – All highway and public realm designs led by the Council give full consideration to cyclists and pedestrians, and priority is given to sustainable modes wherever possible. All scheme designs take on board the very latest concepts in cycle friendly design, including the Sustrans design manual, and particularly the new London Cycling Design Standards which was heavily influenced by London's cycling public, interest groups, and Boroughs.
- 2.12 The Council is among the forefront of delivering the London Mayors Vision for Cycling, working with TfL to develop Cycle Superhighway 4 and implementing one of the first and highest quality Quietways which extends beyond Lewisham to Waterloo and to Greenwich. The Lewisham section includes a brand new section of cycling infrastructure near Surrey Canal Road, and the Council has been working with Sustrans to deliver this key part of the project.
- 2.13 **Recommendation 3** – That the Council engages with Living Streets to conduct a Community Street Audit in a specific area to improve the environment for cyclists and pedestrians.
- 2.14 **Response 3** – The Council welcomes the recent formation of a local Lewisham Group for Living Streets. Officers are in consultation with Living Streets representatives in relation to development of proposals for Crofton Park and discussions will include the best way for a street audit process to be built into the current stage of work.
- 2.15 **Recommendation 4** – That officers investigate some of the proposals outlined by Lewisham Cyclists in relation to improving cycling conditions in the borough (6.11-15).
- 2.16 **Response 4** – Officers have a good working relationship with Lewisham Cyclists, and consult the group on all transport-related projects. It is notable that many of the comments (6.11-15) are very positive on a wide range of issues, including cycle training, the Quietway, cycle parking, and improving streetscape. We will continue to work with Lewisham Cyclists on all our projects and seek opportunities to integrate their proposals. We will also continue to lobby TfL on those issues raised which are beyond the Council's direct control. The Council will be reviewing its cycling target as part of the next LIP review.
- 2.17 **Recommendation 5** – That the Council facilitates a scheme that offers recycled bikes at a reasonable price to children in the borough.
- 2.18 **Response 5** – In summer 2016 the Council is planning to pilot a "Peddle My Wheels" Bike Market to encourage the take-up of affordable recycled bicycles at four community locations in summer 2016. Peddle My Wheels is a business that works with London local authorities and schools to encourage re-cycling and help make cycling more accessible.
- 2.19 **Recommendation 6** – That the Council investigates the possibility of having a similar 'cycle hub and bike hire scheme like LB Croydon's cycle hub and/or Brompton Bike Hire dock.

- 2.20 **Response 6** – The Council supports the improvement of cycling facilities at rail stations, and the current approach is to prioritise cycle parking at a broad range of stations. Most recently we have been working with rail operators to introduce covered cycle parking facilities at Blackheath, Brockley and Honor Oak Stations, including public cycle-pump facilities. A cycle hub such as at LB Croydon would be appropriate for Lewisham Station and officers will investigate the opportunities and most appropriate timing in relation to the build-out of Lewisham Gateway and surrounding developments and potential changes to the station as part of the re-franchising of the South-Eastern network in 2018.
- 2.21 **Recommendation 7** – That any future re-design of the A205/Catford Gyratory incorporates the needs of cyclists and pedestrians from the beginning of the process and that that the Mayor pushes TfL and the Council to make a decision on the relocation of the A205 within the next few months.
- 2.22 **Response 7** – The Council is working with TfL towards a decision on whether to move the road. In either scenario, whether the road remains in its current location or is relocated, the Council will push for a balanced solution which gives priority to cycles, buses and pedestrians. The approach to highway improvements at Catford should be one which recognises the importance of the town centre and where vehicle priority is tempered by the need to create an attractive town centre environment.
- 2.23 **Recommendation 8** – That the Council take forward an expansion of the ultra low emissions zone, and look at how air quality issues are viewed in major developments in the borough (e.g. where schools are built in the borough, ensuring they are away from main roads).
- 2.24 **Response 8** – The Council is lobbying alongside other boroughs for a London-wide approach to encouraging ultra-low emissions. The Council is one of ten London Boroughs actively engaged in the roll-out of new Electric Vehicle Charging Points to encourage the take-up of electric vehicles. The Council has also successfully applied for Mayor's Air Quality Funding to ensure the best possible co-ordination of air quality issues related to the construction of major developments in the north of the borough. A new Air Quality Action Plan is being developed to tackle poor air quality in the highest priority areas of the borough.
- 2.25 **Recommendation 9** – That the Council reviews policy to increase the planting of street trees with a view to obtaining external funding wherever possible.
- 2.26 **Response 9** – Lewisham's trees are part of what makes the borough so green, compared to many other parts of London. Introducing new street trees can be challenging: with limited space available, it is also important to prioritise space for pedestrians and cyclists; the underground utilities can often make new trees too costly; and reducing revenue budgets can mean that damaged trees aren't always maintained. Despite these challenges, the Council seeks to maintain, protect and increase the number and quality of trees in the borough, and agrees that opportunities should be taken to obtain funding. As major schemes and developments are brought forward in the borough there will be clear opportunities to push developers to deliver high quality urban realm as part of their schemes, including the provision of street trees in appropriate locations.

- 2.27 **Recommendation 10** – That the Mayor lobbies Transport for London to extend the Cycle Hire Scheme into Lewisham.
- 2.28 **Response 10** – As part of proposed major developments at Convoys Wharf and Surrey Canal Road, the Council has secured safeguarded provision for an extension of the Central London Cycle Hire scheme. The Council will continue to seek future provision and continue to lobby TfL to make use of this provision as these developments progress.

3 Financial Implications

- 3.1 There are no direct financial implications arising from this response. However, financial resources may be required in the future to develop aspects of the ideas and proposals set out in this report. Where new projects and funding gaps are identified requests for such resources will be considered at an appropriate time.

4 Legal Implications

- 4.1 The Constitution provides that the Executive respond to reports and or recommendations by the overview and Scrutiny Committee.

5 Crime and Disorder Implications

- 5.1 There are no direct crime and disorder implications arising from this response.

6 Equalities Implications

- 6.1 The Council's Comprehensive Equality Scheme for 2012-16 will provide an overarching framework and focus for the Council's work on equalities and help ensure compliance with the Equality Act 2010.
- 6.2 An Equalities Analysis Assessment has been developed alongside the LIP 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 within the LIP do not discriminate or have significant adverse impacts on any of the protected characteristics.
- 6.3 There are no direct equalities implications arising from this response, however, an assessment of differential impact on equalities would be required at such time as detailed proposals are considered.

7 Environmental Implications

- 7.1 There are no direct environmental implications arising from this response.

8 Background Papers and originator

- 8.1 M&C Report, Matters referred by Sustainable Development Select Committee Select Committee – Modern Roads Review - Report and Recommendations, 13 January 2016
<http://councilmeetings.lewisham.gov.uk/documents/s40760/Referral%20by%20SCSC%20Modern%20Roads%20Review.pdf>

- 8.2 Sustainable Development Select Committee, Modern Roads Review, June 2015
<http://councilmeetings.lewisham.gov.uk/documents/s40761/Modern%20Roads%20Review%20Report.pdf>
- 8.3 For further details about the content of this report contact Simon Moss, Transport Policy and Development Manager, simon.moss@lewisham.gov.uk