

<b>Sustainable Development Select Committee</b>		
Title	Update on Modern Roads Review	
Contributor	Executive Director for Resources and Regeneration	Item 6
Class	Part 1 (open)	8 March 2017

## **1 Summary**

- 1.1 On 13 January 2016, the Sustainable Development Select Committee presented a Modern Roads Review to the Mayor and Cabinet.
- 1.2 A year on, this report sets out an update on progress against the ten recommendations of the Committee's Modern Roads Review, with reference to the initial responses made by the Mayor and Cabinet on 23 March 2016.

## **2 Purpose of the report**

- 2.1 The purpose of 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.

## **3 Recommendations**

- 3.1 It is recommended that the Committee:
- 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 6 of this report.

## **4 Background**

- 4.1 The Sustainable Development Select Committee scoped the Modern Roads Review 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. The Mayoral response was presented back to the Sustainable Development Select Committee on 23 March 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 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.

- 6.1 The recommendations of the Sustainable Development Select Committee were welcomed by Mayor and Cabinet, and they reflect the ongoing work of LB Lewisham towards the development of a more sustainable transport system.
- 6.2 **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.
- 6.3 **Response 1 – In the 2014 the Mayors election manifesto gave a commitment to introduce a borough-wide 20mph. 20mph zones have been introduced in residential areas throughout Lewisham over the last 12 years and 65% of the boroughs roads are in 20 mph zones.**
- 6.4 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.

- 6.5 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.
- 6.6 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.
- 6.7 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>
- 6.8 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.
- 6.9 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.
- 6.10 **Update 1** – The Borough-wide 20mph limit project is broadly on-track and was introduced as planned in September 2016.
- 6.11 There has been a lot of interest in the borough-wide 20mph limit and the implementation has been supported by a range of publicity work. The Council's website includes all the key information and a detailed FAQ document has also been developed. The website includes a promotional video which has been aired in libraries, leisure centres and on public transport. The project has also been published twice in Lewisham Life and a lot of liaison work taken place with a number of local schools and driving schools.
- 6.12 The next step is to repeat the monitoring of the scheme to establish a post-implementation data set. This is proposed to take place at least six months after the launch, to allow the scheme to bed-in, and at a similar time of year around June 2017. This will feed into a prioritisation exercise which will consider both speed compliance and collision rates, to identify sites for intervention.

- 6.13 However, we have already identified some high priority sites where speeds remain high. This includes Baring Road in Grove Park where, prior to the 20mph limit being introduced, mean speeds were 32mph and 85<sup>th</sup> percentile speeds were 37.4mph. This was the highest pre-implementation speed and so concept designs are being progressed in anticipation of the next data-set.
- 6.14 There have been some issues since the implementation, which is to be expected when delivering a borough-wide project. Issues such as limited or inconsistent signs have been dealt with in conjunction with our designers and contractors. We have also kept in close communication with the Police, who have requested some enhanced signs in the vicinity of fixed speed camera sites to ensure these are enforceable.
- 6.15 **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.
- 6.16 **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.
- 6.17 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.
- 6.18 **Update 2** – The Council continues to work closely with TfL and has recently secured a funding commitment to Cycle Superhighway 4 in the Mayor’s Business Plan. In addition to the successful Quietway 1, work is underway on 3 other Quietways in the borough, including upgrading the Waterlink Way, improving links to the Thames Path, and linking Catford to Burgess Park in Camberwell.
- 6.19 Officers are also working with Lewisham Cyclists in developing a new Cycling Strategy. The strategy has been commissioned this month, and will be developed throughout 2017 in order to be fully adopted as part of the next LIP Strategy in 2018/19. The strategy will include proposals to lobby TfL for an expansion of the Cycle Superhighway network linking Lewisham, Catford and Bromley on the A21.
- 6.20 **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.
- 6.21 **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.

- 6.22 **Update 3** – The Council has been engaging with stakeholders, including Living Streets, to develop proposals for Crofton Park. The preliminary design is almost complete and will be part of a detailed public consultation exercise. We anticipate that this consultation exercise will include an interactive online and social-media element, to provide an enhanced consultation experience. While we expect this to be a positive process, due to the scale and complexity of the scheme, it perhaps falls short of the kind of engagement process envisaged by the Committee’s recommendation.
- 6.23 We are therefore seeking other opportunities to use a fully engaged approach, which lends itself to smaller community-based projects where local residents and stakeholders can play a more active role in the development of proposals.
- 6.24 For instance, we have recently engaged Sustrans to work directly with the community to develop proposals on Trundleys Road, where we intend to close a busy local rat-run, improve the Quietway, and consider options to enhance the local park at Folkstone Gardens.
- 6.25 **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).
- 6.26 **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.
- 6.27 **Update 4** – We continue to work closely with Lewisham Cyclists, both in developing the Cycling Strategy (see Update 2) and in identifying and implementing quick-win measures. For instance, officers are currently working with Lewisham Cyclists to improve the Heritage Trail in Downham, and are developing a programme of contra-flow accesses in one-way streets.
- 6.28 **Recommendation 5** – That the Council facilitates a scheme that offers recycled bikes at a reasonable price to children in the borough.
- 6.29 **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.
- 6.30 **Update 5** – The pilot for Peddle my Wheels is currently underway, and so far two out of four planned events have taken place at Coopers Lane School and Sandhurst School. Upon completion of the remaining events, we will be reviewing success, including

feedback from schools, and we will be evaluating the value of the pilot compared with other Dr Bike sessions.

- 6.31 **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.
- 6.32 **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.
- 6.33 **Update 6** – Enhanced cycling parking facilities have now been introduced at Blackheath, Brockley and Honor Oak Stations, and officers are now in discussions to introduce similar covered parking and cycle-pump facilities at Forest Hill.
- 6.34 The Council is working with TfL, Network Rail, and engineering and architectural experts to re-design Lewisham Station. The work will include a full re-design of the station and will include consideration of cycle parking, cycle hire and links to the wider cycle network.
- 6.35 **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.
- 6.36 **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 that gives priority to cycles, buses and pedestrians. The approach to highway improvements at Catford should be one that recognises the importance of the town centre and where vehicle priority is tempered by the need to create an attractive town centre environment.
- 6.37 **Update 7** – The Council continues to work through the road options with TfL, alongside consideration of the wider regeneration of Catford Town Centre. The commitment remains from the Council to prioritise the town centre environment and users of the town centre. It is notable that the GLA’s new deputy mayor Val Shawcross is championing a Healthy Streets agenda across all TfL major schemes, which will benefit the Council’s priorities for Catford.
- 6.38 **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).
- 6.39 **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 and through Planning, developments in these areas are required to meet GLA, Air Quality Neutral policies.

- 6.40 **Update 8** – Following successful lobbying, the Mayor of London has now committed to an advanced implementation of an expanded Ultra Low Emissions Zone, which is proposed to be implemented within the north and south circular roads.
- 6.41 The Council is also developing an Electric Vehicle Strategy, including an expansion of the charging point network, rapid charging points, electric vehicle car-clubs, and low emission bus zones.
- 6.42 An Air Quality Action Plan has now been developed which monitors progress on all key actions. A full update on progress is currently underway and will be published shortly.
- 6.43 **Recommendation 9** – That the Council reviews policy to increase the planting of street trees with a view to obtaining external funding wherever possible.
- 6.44 **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 are not 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.
- 6.45 **Update 9** – The Council continues to maintain, protect and increase the number and quality of trees in the borough, and to work with developers to increase provision of street trees in appropriate locations.
- 6.46 **Recommendation 10** – That the Mayor lobbies Transport for London to extend the Cycle Hire Scheme into Lewisham.
- 6.47 **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.
- 6.48 **Update 10** – There are no immediate plans to expand cycle hire network into Lewisham. However, TfL welcomes the consideration for safeguarded land. In addition to Convoys Wharf in Deptford and Surrey Canal in New Cross, we will be seeking safeguarded land for cycle hire docking stations as part of the Lewisham Interchange design work.

## **7 Financial Implications**

- 7.1 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.

## **8 Legal Implications**

- 8.1 There are no legal implications arising from this report

## **9 Crime and Disorder Implications**

- 9.1 There are no direct 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 helps ensure compliance with the Equality Act 2010.
- 10.2 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.
- 10.3 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.

## **11 Environmental Implications**

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

### **Background Papers and originator**

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>

Sustainable Development Select Committee, Modern Roads Review, June 2015  
<http://councilmeetings.lewisham.gov.uk/documents/s40761/Modern%20Roads%20Review%20Report.pdf>

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