

MAYOR & CABINET		
Report Title	Response to Sustainable Development Select Committee on the Rail Vision	
Key Decision	Yes	Item No.
Ward	All	
Contributors	Executive Director for Regeneration and Place	
Class	Part 1	Date 20 September 2018

1. Summary

- 1.1 In 2017/18 the Council developed a Vision for Rail, a prospectus document to inform a number of industry consultations. The document will be refreshed and adopted as part of the Council's new transport strategy, the Local Implementation Plan (LIP), by March 2019.
- 1.2 The Rail Vision was discussed at the Sustainable Development Select Committee on 22 March 2018, with an officer present to answer questions. The committee made a number of recommendations, which were presented to Mayor & Cabinet on 6 June 2018.
- 1.3 This report provides an officer response to these recommendations, and advises the extent to which these could be incorporated into a refreshed Rail Vision later this year.

2. Purpose of the Report

- 2.1 The purpose of this report is to provide an officer response to the issues raised by the Sustainable Development Select Committee on 22 March 2018 regarding the Council's Rail Vision.

3. Recommendations

- 3.1 It is recommended that the Mayor and Cabinet:
 - i) Approve the officer response to the recommendations made by the Sustainable Development Select Committee on the Council's Rail Vision; and
 - ii) Agree that this report should be forwarded to the Select Committee.

4. Policy Context

- 4.1 The Mayor's Transport Strategy sets out London's overall vision for how transport will meet the challenges of housing, health, the environment, and the economy. The headline aim of the strategy is for 80% of all daily trips in London to be made by non-car modes. The Council agrees that, with growing concerns over air quality, and the need to provide new homes for Londoners in a sustainable way, a renewed focus on reducing car usage in London is required.
- 4.2 The MTS also puts forward a distinct vision for central, inner and outer London. This is particularly relevant for Lewisham, which is situated on the growing edge of inner London. The target of 80% sustainable trips is particularly challenging for areas towards outer London, and for Lewisham, this would mean a commitment to better public transport and cycling links between the north and south of the Borough.
- 4.3 The Greater London Authority Act requires each London Borough to prepare a Local Implementation Plan (a LIP) to implement the London Mayor's Transport Strategy (MTS) within their area. Lewisham is currently in the process of reviewing its LIP so that it is in line with the new MTS. The Council's Rail Vision will form part of a suite of transport strategy documents linked to the LIP.
- 4.4 The goals, objectives, and outcomes for the LIP and its associated strategies will reflect local policies and priorities and will be aligned with the Council's Corporate Priorities and the Sustainable Community Strategy. Having a clear rail vision is particularly relevant to the sixth priority outlined in the Sustainable Community Strategy: 'Dynamic and prosperous: where people are part of vibrant communities and town centres, well connected to London and beyond.' A Rail Vision will also contribute to the following Council Corporate priorities: Clean, green and liveable; Strengthening the local economy; and Decent homes for all, as the vision will set out what rail infrastructure and services the Council believes is required in order to encourage more journeys to be made by sustainable transport which in turn will help deliver further growth and support the local economy.

5. Background

- 5.1 In 2017/18 the Council developed a Vision for Rail, a prospectus document to inform a number of industry consultations. The document will be refreshed and adopted as part of the Council's new transport strategy, the Local Implementation Plan (LIP), by March 2019.
- 5.2 The Sustainable Development Select Committee met on 22 March 2018 to discuss the Council's Rail Vision. It was noted that the document is still a work in progress and could be added to or amended as proposals evolved. It mostly

draws from work undertaken by other organisations such as Transport for London and Network Rail, rather than the Council.

5.3 Lewisham's Rail Vision Goals are:

- To provide better links and sufficient rail capacity between all areas of Lewisham Borough and central London employment areas
- To provide sufficient rail capacity between all areas of Lewisham borough and East London employment areas
- To increase rail access to and from Lewisham's growth areas
- To improve rail connectivity across the borough, especially east-west links and services to the south of the borough
- To enhance the quality of stations and provide step free access at all stations in the borough
- To improve the connectivity between stations and their local areas

5.4 The Rail Vision outlines a number of service alterations, major schemes, minor schemes and improved local connections that are planned which will help to deliver these goals.

6. Sustainable Development Select Committee recommendations and officer response

6.1 The Sustainable Development Select Committee put forward a number of recommendations which are set out in bold text below. An officer response to each point is provided.

6.2 The Committee welcomes the newly developed vision for rail, however it would like to see lobbying for the extension of the Bakerloo line to Hayes become a priority for the Council.

6.2.1 Officers welcome the Committee's support for the inclusion of a Vision for Rail in the Council's suite of transport strategy documents.

6.2.2 The Council's Rail Vision already sets out the importance of an extension of the Bakerloo line to Hayes, and the benefits that this would deliver to the borough. However, within the service enhancements section of the strategy, a section on the tube could be added, outlining the proposed service levels envisaged when the Bakerloo Line Extension (BLE) is in operation to give extra prominence to the scheme earlier within the strategy.

6.2.3 Lobbying for the extension of the Bakerloo line to Hayes is already a priority for the Council and is included in the manifesto. Officers are meeting with TfL officers on a regular basis to discuss progress on the project, and take every opportunity to push for an extension to Hayes. It is recognised that this lobbying also needs to take place at Member level, with the Mayor and relevant Cabinet Members kept up to speed on discussions with TfL.

6.2.4 The Council has developed a detailed Communications Strategy to support the delivery of the Bakerloo Line Extension. To date, the focus of lobbying has

been on working closely with directly interested parties, in particular with TfL, the GLA, Network Rail, and the London Borough of Southwark. However, opportunities have been identified to broaden our sphere of influence, and to attract the support of other Councils, political bodies and other organisations who would benefit both directly and indirectly from the Bakerloo Line Extension. Recently officers have met with counterparts at London Borough of Bromley and with various groups (along with TfL) to update on proposals. Earlier this year, together with the London Borough of Southwark, officers had BLE a stand at the London Real Estate Forum to raise awareness amongst developers and the wider industry of the scheme and its benefits, and to get their backing for it. It was apparent that there was little awareness of the BLE and the benefits to London as a whole, particularly in comparison to schemes such as Crossrail 2 and HS2. As such, officers are continuing, together with Southwark, to push for a presence at regional events to promote the scheme.

6.2.5 TfL planners have said that continuing to demonstrate that there is strong local support would strengthen the case for the BLE. The Council has joined forces with the London Borough of Southwark and launched a website to get support for the BLE into the borough. www.backthebakerloo.org.uk provides the opportunity for people to sign up to the campaign.

6.3 The Committee recommends that considerations about accessibility be broadened to include a wider range of issues, not just step free access (including braille signage and support for people with cognitive impairments). The Committee also recommends that support for the provision of accessible public toilets at stations be included in the vision.

6.3.1 Officers agree that both the appropriate Rail Vision Goal and the section of the strategy on step free access need to be broadened out to include other accessibility considerations, such as those listed above, with further examples drawn from best practice across the UK and beyond. However, it should be recognised that funding for such measures will probably be prioritised towards larger stations or those undergoing redevelopment, in the first instance.

6.4 The Committee welcomes the ambition to improve Lewisham's stations but it recommends that officers be tasked with undertaking a station by station analysis of options for land that could be safeguarded for future public transport, cycling and pedestrian access routes.

6.4.1 Where station improvement schemes are already planned, for instance at BLE stations, much of this work is already being undertaken. For other stations in the borough, when the Council comes to review the Rail Vision later this year, a desktop analysis of the land around each rail station could be undertaken to identify what scope there may be for improvements. Any new opportunities identified would be included within the refreshed Rail Vision. It should be noted that undertaking this piece of work will have a small cost implication, but it is anticipated that this could be met from existing budgets.

6.5 The Committee recommends that the previously considered proposal for the relocation of Lower Sydenham station (north of its current location) be included in the vision for rail.

6.5.1 The Council's response to the 2014 Bakerloo Line Extension (BLE) consultation highlighted two potential options for the location of Lower Sydenham station:

- Regeneration of the existing industrial area surrounding the station, with improved pedestrian and cycle links to the existing local centre;
- Relocation of the station further north, closer to the local centre.

It was recommended that these be considered further in conjunction with TfL as part of the BLE project.

6.5.2 It is suggested that the next iteration of the rail vision include these two options and echo the aspiration to explore these further with TfL as part of the BLE project. Both wider masterplanning and technical feasibility issues will need to be considered as part of this exercise. It should be noted that given the timescales and uncertainties involved, the development potential associated with Lower Sydenham will be dependent on the delivery of significant improvements to transport infrastructure, which will be reflected within the emerging Local Plan which sets out the vision for the borough for the next 15 years.

6.6 The Committee supports the potential transfer of services from rail operators to TfL and recommends that this be included in Lewisham's vision for rail.

6.6.1 Page 21 of the Rail Vision already covers proposals for metroisation, and states that 'The Council supports the Mayor of London in efforts to secure devolution of services'. However, this is on the condition that borough residents see no significant increases in journey time and that it does not impact the ability of longer distance services to call at stations in the borough.

6.7 The Committee recommends that further thought be given to the impact of changes to rail services on different socio-economic groups in the borough, and it recommends that consideration be given to affordable options for Lewisham residents to access their places of work when changes are being proposed.

6.7.1 The Council will encourage TfL and train operating companies to consider the impact of changes to their services on different socio-economic groups in the borough, and highlight the need to do so, where appropriate, in consultation responses. Bus services offer a cheaper alternative to rail travel for longer distance trips, and TfL is very much aware of the importance of good network coverage throughout London, for this reason. For shorter journeys in particular, cycling also represents an economical option with additional public health benefits. With a Mayoral goal of achieving 80% sustainable mode share by 2041, the Council's next LIP will be considering what schemes and initiatives are required to encourage more people to travel by these modes.

6.8 The Committee believes that reference should be made in the vision to the night time economy in the borough, including both the benefits to the economy and the importance of cultural activities

6.8.1 It is agreed that this is an important objective and one that should be added to the Rail Vision's goals, with further contextual information provided in the introductory chapter. Further on in the document, the Council's aspiration to see DLR and overground service times extended to operate overnight is already included, which would support the night-time economy.

6.9 The Committee would welcome further information about timelines and potential dates for action and implementation to be included in the vision.

6.9.1 Although the vision provides anticipated timelines for individual schemes/improvements where these are known, a timescales summary that brings all of these together would prove useful towards the end of the document.

6.9.2 More detail will also be added on Network Rail's Control Periods which are the 5 year timespans by which it works to decide priorities for investment. We are currently in the last year of Control Period 5 (2014-2019). CP6 will run from 2019-2024, and although a strategic business plan has been published, detail on individual schemes will not be provided until later in the year.

7. Consultation and Publicity

7.1 It is anticipated that consultation on a refreshed Rail Vision will be undertaken later in the year alongside the LIP, involving key stakeholders and the public.

8. Financial Implications

8.1 A refresh of the Council's Rail Vision is already planned to take place as part of the Council's ongoing transport strategy work. The majority of the recommendations made by the Sustainable Development Select Committee can be incorporated into this piece of work, without any significant cost implication. The only exception is the request for a station by station analysis of options for land that could be safeguarded for future public transport, cycling and pedestrian access routes (see paragraph 6.4). Whilst this could be included within the scope of the study, it would have a small cost implication. However, it is anticipated that this additional cost could be contained within the existing budget.

9. Legal implications

9.1 The Constitution provides for Select Committees to refer reports to the Mayor and Cabinet, who are obliged to consider the report and the proposed response from the relevant Executive Director; and report back to the Committee within two months (not including recess). There are no other legal implications arising from this report.

10. Crime and Disorder Implications

10.1 There are no crime and disorder implications arising from this report.

11. Equalities Implications

11.1 The Council's Comprehensive Equalities Scheme 'opportunity and responsibility for all' 2016-20 provides an overarching framework and focus for the Council's work on equalities and help ensure compliance with the Equality Act 2010.

11.2 An Equalities Analysis Assessment will be developed alongside the LIP to ensure that any potential adverse impacts of the LIP and its associated strategies are fully considered and, where necessary, appropriate changes made.

11.3 However, it is not considered that the recommendations of this report discriminate or have significant adverse impacts on any of the protected characteristics. On the contrary, some of the suggested changes are seeking to have a positive impact, such as the wider station accessibility considerations.

12. Environmental Implications

12.1 The preparation of the Local Implementation Plan (LIP) and its associated strategy documents will be accompanied by a parallel process of Strategic Environmental Appraisal (SEA).

12.2 There are likely to be significant positive effects on SEA objectives relating to health, air quality, promoting more sustainable modes of transport and improving accessibility in the Borough.

13. Background documents and originator

Background documents:

- **Lewisham Rail Vision 2018**
- **Minutes of Sustainable Development Select Committee 22 March 2018.**
- **Lewisham Sustainable Community Strategy 2008 - 2020**
- **Mayors Transport Strategy – Greater London Authority 2018**

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