

Appendices

DRAFT

Appendix 1:

Emerging Transport Strategy

Introduction

- 6.1 The emerging transport strategy comprises initial suggestions to enhance transport facilities along the A21 to improve sustainable travel.
- 6.2 The emerging transport strategy has been developed by Heyne Tillet Steele.
- 6.3 The A21 forms part of the Transport for London Road Network (TLRN) and as such TfL is the landowner, highway, traffic, signalling and public transport planning authority for the corridor. It has an important role in the management of traffic through Lewisham and for London overall.
- 6.4 The emerging transport strategy has been developed with regard to TfLs 'Healthy Streets for London' approach and planning applications for all new development will be expected to demonstrate how the London Plan Healthy Streets Approach and Toolkit Indicators have been considered and applied to their proposals.
- 6.5 The transport proposals are at an early design stage and require further investigation and consideration to determine if they can be taken forward.
- 6.6 This will involve collaborative working between TfL and the London Borough of Lewisham. There may be other transport priorities that take precedence over the concept proposals provided in the document in the future, which will be dependent on future broader movement strategies and transport hierarchy.
- 6.7 Buses play an important movement role along this corridor and the need to accommodate freight movements and the challenge of integrating cycling and bus infrastructure are recognised.
- 6.8 When transport and public realm proposals are developed for the A21 they must adhere to all relevant guidance and best practice and seek to improve the comfort and safety of pedestrians, cyclists and bus passengers alongside the reliability of bus services and the opportunity for the network to adapt to change.
- 6.9 Transport proposals should conform with the Mayor's Transport Strategy objectives including Good Growth and Vision Zero and follow TfL guidance including Streetscape Guidance, London Cycling Design Standards and Accessible Bus Stops. They will also need to balance competing demands for roadspace.
- 6.10 Consideration of the impacts on travel patterns of the potential delivery of an extension to the Bakerloo Underground Line should be part of the development of proposals along the A21. This should include consideration of both potential phases of the Bakerloo Line extension – Phase 1 (Elephant and Castle to Lewisham Station) and Phase 2 (Lewisham Station to Hayes and Beckenham).
- 6.11 Catford Bus Station that lies within the Bellingham Character Area Framework will remain in operational use and is expected to be upgraded to incorporate charging for electric buses. Any adjacent sites to the Catford Bus Garage should apply the 'agent of change' principle and mitigate against any noise, vibration or air quality impacts from the bus garage.
- 6.12 All proposals would need an Equalities Impact Assessment carried out during the design process.

Emerging Transport Strategy

6.13 The A21 Today

Summary of Baseline A21 Development Framework
Baseline Study

- The A21 is an arterial route with 'fast' corridor perception.
- It is characterised by inconsistent road engineering; median raised strips or discrete islands without drop kerbs, guard rails at some junctions and not others
- It provides an important bus corridor between Bromley and Lewisham Central, and beyond
- For much of its length the A21 has generous carriageways 12-15m wide
- Cycle infrastructure is limited, intermittent and poorly defined
- The A21 generates moderate pedestrian severance in the area because of the high volume of traffic that uses the road and its wide width and is a barrier to east-west movement
- A series of six rail stations reinforce the movement corridor – station entries and exits show that stations are under-utilised further south
- The PTAL forecast shows higher PTALs of 5 and 6 in Catford town Centre and Lewisham Centre, ranges 3-4 elsewhere along the route but drops off significantly at Downham. Additionally the 2031 forecast doesn't account for the Bakerloo Line Extension
- There are accident spots in Catford and Lewisham centres, with some additional junctions with vulnerable road users

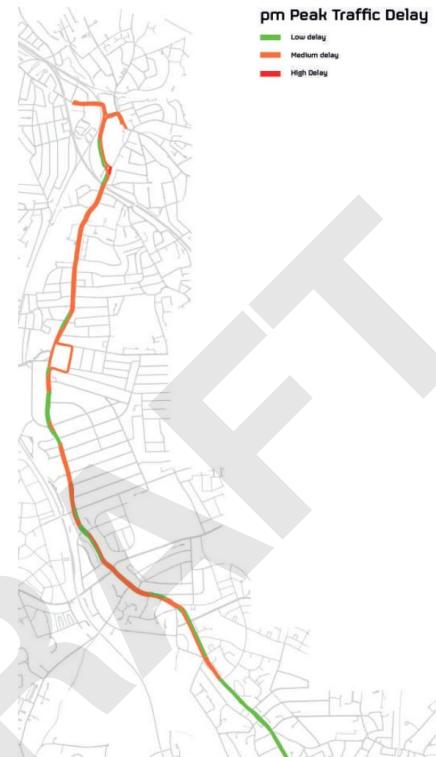


Image 1 – Vehicle Flows

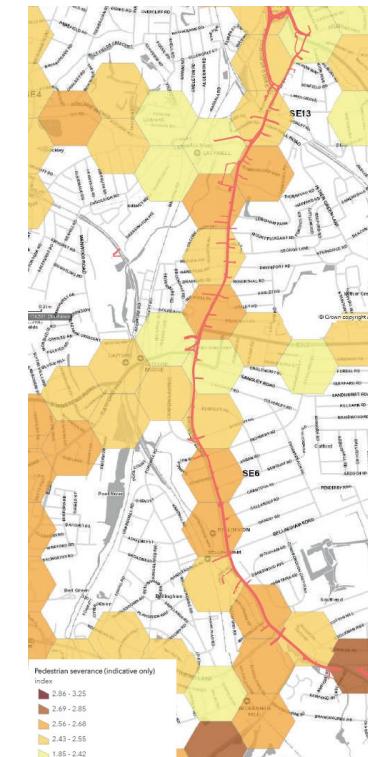


Image 2 – A21 Severance



Emerging Transport Strategy



Image 3 – Station Entries

Image 4 – A21 Bus Patronage

Image 5 – Accidents

Emerging Transport Strategy

6.14 Opportunities

- Carriageways are wide to accommodate cycle infrastructure
- Opportunity to extend further existing bus priority measures
- There are not many parking spaces along the A21.
- Potential to reinforce existing network of cycle routes and develop segregated routes on the A21
- Potential to further implement Low-Traffic Neighbourhoods
- Explore the reduction of the speed limit to 20mph between Catford Town Centre and Lewisham Town Centre
- Opportunity to explore a reduction of the speed limit to 20mph from Lewisham to Catford further to this being trialled under a temporary traffic order in 2020 as part of the London Streetspace programme.
- Opportunity to explore the provision of permanent cycle lane along the A21 further to a temporary lane being trialled in 2020 as part of the London Streetspace programme.

6.15 Constraints

- The A21 is a TfL managed route
- Off-street forecourt parking with footway crossovers is prevalent for much of the A21
- The designated London Squares constrain widths within Rushey Green
- Moreover the street width along the

- A21 is more or less fixed, requiring a balanced re-allocation of space to accommodate bus priority, cycle infrastructure, planting
- Parking in neighbourhood centres can be perceived to be key to supporting economic activity

6.16 Area Wide Guidance Transport Strategies

Cycling Strategies

- The principle of move fast / move slow; whereby the A21 provides a segregated fast and direct route, and parallel quietways provide slower routes between local amenities and open space
- A consistent language of cycle infrastructure should be implemented which is continuous and legible throughout the area
- Reinforce a good provision of secondary cycle routes in the area with increased wayfinding, priority junctions, and cycle filters
- Further implementation of low traffic neighbourhoods, building on the lessons learnt with Lewisham and Lee Green LTN
- Cycle hubs should be implemented within local centres which provide secure and dry parking, with cycle hire and ancillary facilities such as tools, pumps, vending machines of parts, and live travel information for onward journeys at stations

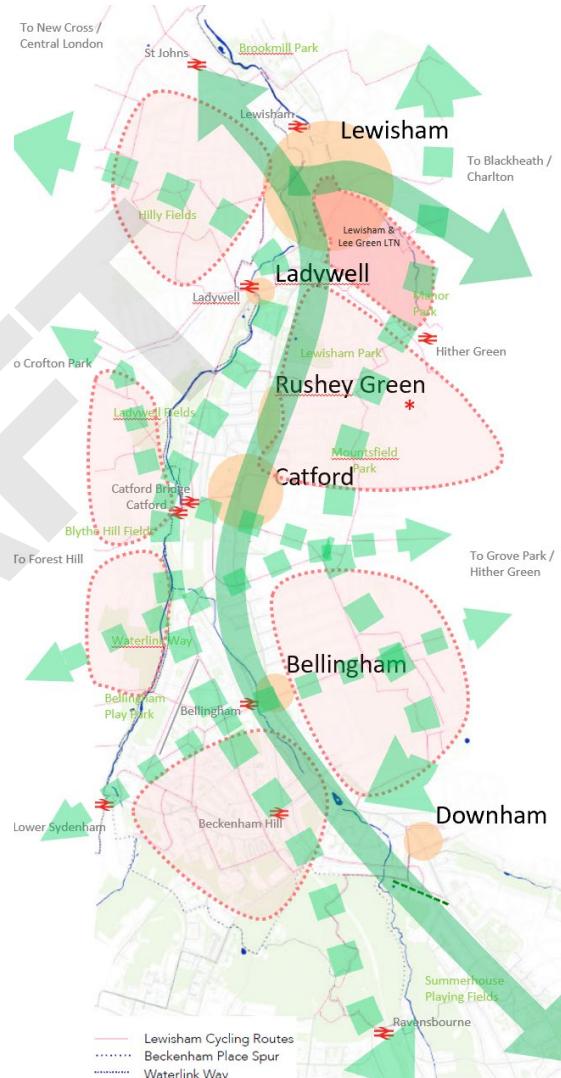


Image 6 – Proposed Cycle Strategy

Emerging Transport Strategy

6.17 Character Areas

Lewisham High Road / Molesworth Street

- Strategy to improve cycling facilities, pedestrian movements and increase public realm
- Central island and central reservation on Molesworth Street
- Two way signalised traffic and segregated cycle lanes in both directions
- Priority signal junction with bus and cycle green phases, improved pedestrian crossings on all arms
- Ghost turn lanes provided to facilitate all movement priority junctions exiting Endgate Street and Lewisham Shopping Centre



Image 7 - Lewisham High Road - Molesworth Street Junction



Image 8 - Lewisham Road - Molesworth Street Aerial

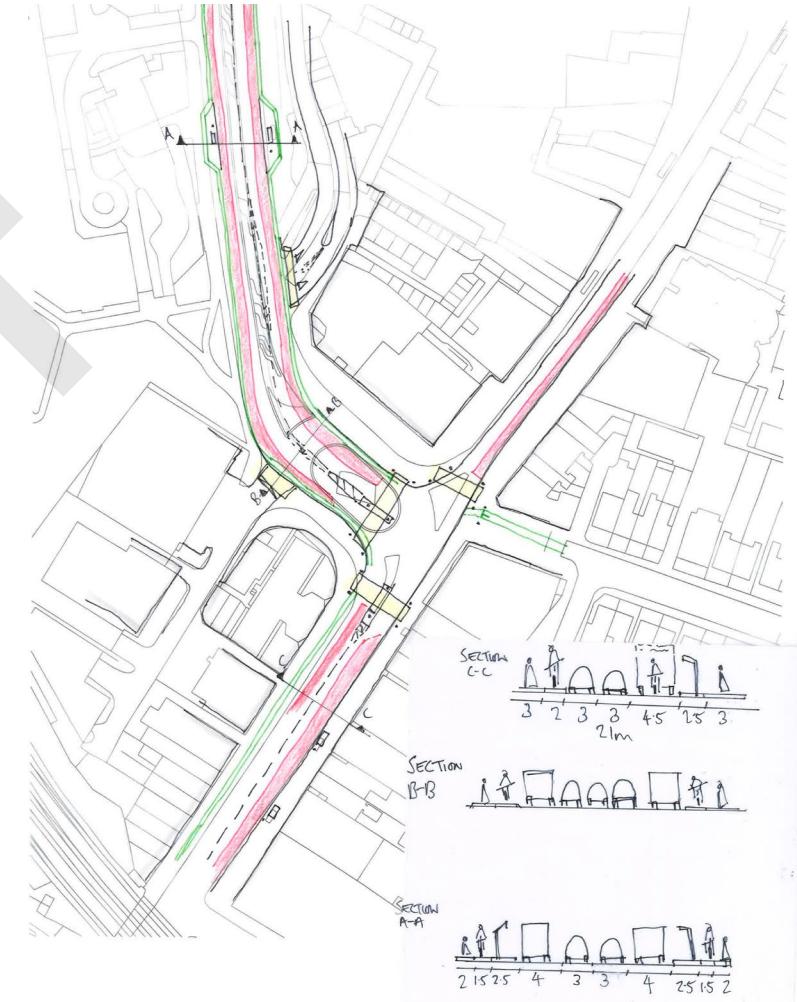


Image 9 - Molesworth Street-Lewisham High Road Junction

Emerging Transport Strategy

6.18 Rushey Green

- Central ghost lane removed to facilitate cycle lanes within the main carriageway.
- Sub-base of cycle lane provides structural soil build-up for adjacent tree pits.
- Bus priority lanes are implemented leaving a single lane of general traffic.
- Cycle lanes bypass bus stops and loading bays
- Raised pedestrian crossings on A21 and continuous footways at side roads



Image 10 – Rushey Green Aerial



Image 11 – Rushey Green Street View



Image 12 - Bustop Bypass

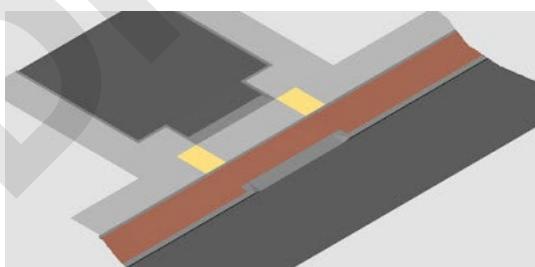


Image 13 - Side Road Entry Treatment (Ranty Highwayman)

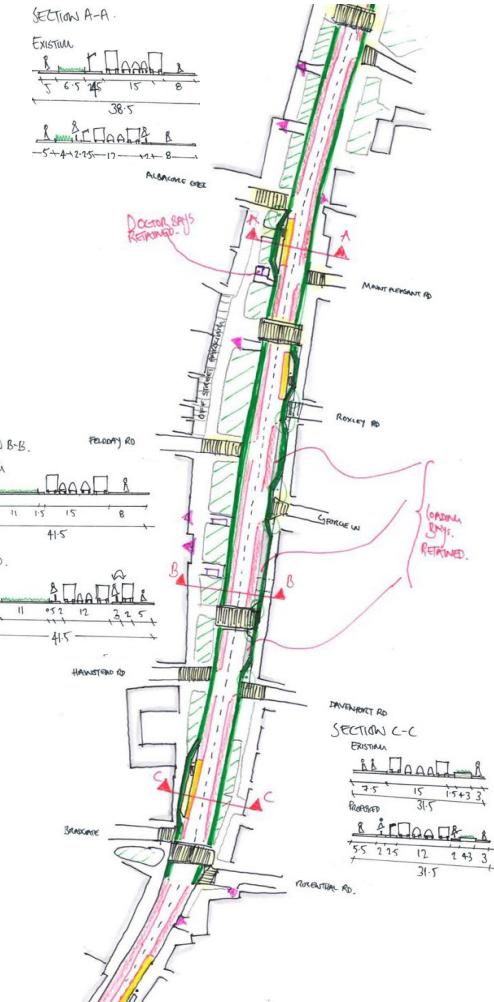


Image 14 - Proposed Rushey Green

Emerging Transport Strategy

6.19 Bellingham

- Strategy is to slow all traffic to emphasise Bellingham as a local centre and increase social space.
- Carriageway narrowed to single lane traffic with bus laybys. Kerb build outs accommodate rainwater gardens, tree planters and integrated SuDs
- Kerb height lowered between gateway entries to facilitate easier pedestrian crossing.
- Street furniture and planting would prevent illegal forecourt parking south of Danby Road. North of Danby Road adjacent to 169-203, the existing condition would be retained; full kerb height, double red line or bus stop cage
- Catford Bus Garage (Stop BN) is proposed to be moved approximately 20m south to provide a narrowing effect to the carriageway
- Existing parking Red Route No Stopping Mon – Sat 7am – 7pm Except 10am-4pm 30min no return within 1 hour. Side roads accommodate unrestricted parking
- Proposed to minimise on-street parking to accommodate increased social space and street greening. Three bays retained to accommodate disabled parking and loading



Image 15 - Bellingham Streetview



Image 16 - Bellingham Aerial

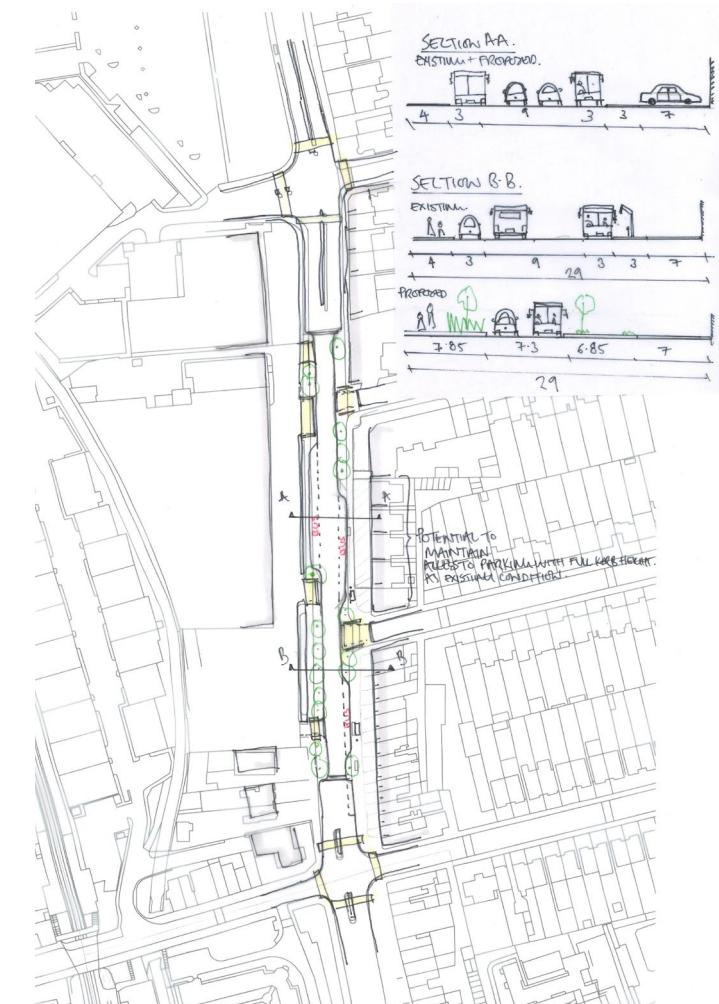


Image 17 - Proposed Bellingham

Emerging Transport Strategy

6.20 Downham

- Strategy is to slow all traffic and increase social space to emphasise Downham as a local centre
- Two-way cycle lanes provided, and kerb build outs accommodate rainwater gardens and tree planting. Sub-base of cycle lane provides structural soil build-up for adjacent tree pits
- Raised pedestrian crossings, with junction of Downham Way tightened geometry with level pedestrian crossings. Western arm of junction to be closed from A21 other than cyclists, and pedestrianised
- Bus lane to be retained north of Downham Way.
- Existing parking Red Route No Stopping Mon – Sat 7am – 7pm Except 10am-4pm 30min no return within 1 hour. Side roads accommodate unrestricted parking
- Proposed to remove on-street parking on A21 to accommodate increased social space and street greening. Disabled and Loading Bays to be retained



Image 18 - Downham Streetview

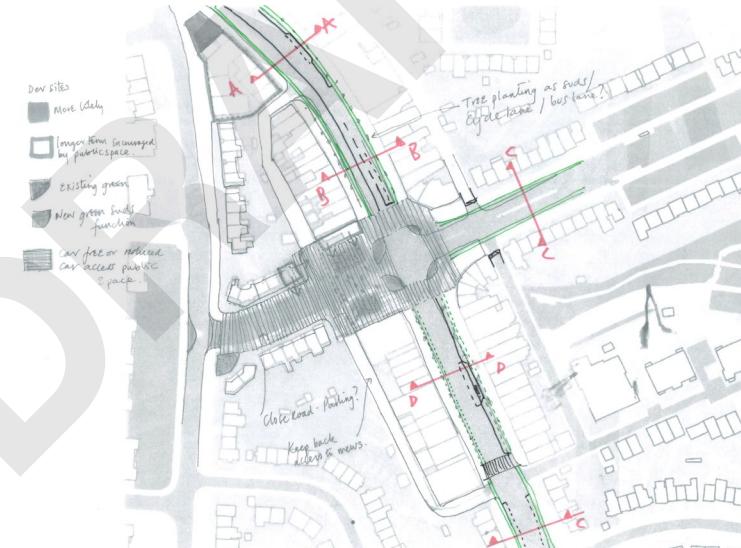


Image 19 - Proposed Downham



Image 20 - Downham Aerial

Appendix 2:

Good Practice Examples

Support better air quality and create an exemplary healthy street at scale



DELIVERING NEW GREEN OPEN SPACES AND GREEN SPINE

How to deliver this principle:

- Encourage London Squares* (linear pocket-parks) approach within new developments and existing locations
- Establish de-paving interventions to improve the environment and mitigate against climate change
- Reduced car parking to break-up linear wall of cars with new green pockets
- Provide collated strips of rain gardens with softer surfaces, tree planting and seating at intervals along the A21 route
- Introduce towpaths along Ravensbourne River

Key locations implement:

Along A21, within new development sites and along the Ravensbourne River

Precedent:

Dalston Curve Garden

Application:

Informal activity and dwell space where budget is limited



PROMOTE SUSTAINABLE TRANSPORT

How to deliver this principle:

- Prevent 'rat run' around residential areas
- Discourage the most polluting vehicles from entering high footfall areas
- Introduce a network of low traffic green streets with tree planting and SuDS and more space for pedestrian and cycle movement
- Improving the public transport offer to reduce car dominance
- Mitigate traffic noise emissions through noise reducing road surfaces and/or speed limits

Key locations implement:

Along A21 and ensure new development proposals are car free where possible

Precedent:

Birmingham and Shoreditch Clean Air Zone (CAZ)

Application:

Promote sustainable transport in and around town centres

Promote sustainable modes of transport



IMPROVE OR INTRODUCE CYCLING AND WALKING CONNECTIONS

How to deliver this principle:

- Position new cycle stands near commercial parades
- Provide cycle lanes on each side of A21 corridor
- Include low maintenance 'rain garden' buffers with native species to attenuate storm water
- Prevent forecourt parking
- Introduce wayfinding to improve legibility
- Provide additional, safe crossing points where possible

Key locations implement:

Along A21 and routes leading to residential areas

Precedent:

Waltham Forest's Mini-Holland

Application:

Pedestrian and cycle friendly streets. Provide additional safe crossings where possible.



CONSOLIDATE DELIVERY AND WASTE LOGISTICS

How to deliver this principle:

- Create a hierarchy of movement by separating pedestrian, cycle, public transport and car access to sites where possible
- Work with individual shop owners to conclude deliveries by smaller vehicles (e.g. pantechnicon)
- Timed access for servicing where possible
- Consolidate waste depositories and coordinate pick-up at quieter times of the day

Key locations implement:

High street parades

Precedent:

planned new road system at Notting Hill Gate

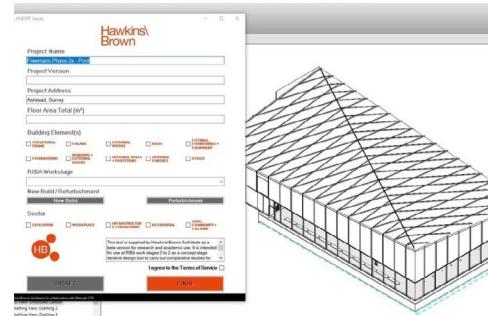
Application:

Freight and cycle friendly street design along retail parades

* The London Squares were designated by the London Squares Preservation Act 1931. See map of the London Squares on page 16. Hawkins\Brown © | A21 Development Framework

Good Practice Examples

Maximise the delivery of new homes to meet the Borough's identified need



INTEGRATING NEW DEVELOPMENTS

How to deliver this principle:

- Provide typological guidance for ground floor uses as part of a holistic strategy
- Provide a mix of housing types and tenures to meet current and future needs
- Potential to engage design teams in mini-competitions to achieve highest quality designs
- Deliver high quality housing stock accommodating increased density
- Set clear expectations and meet relevant design standards

Key locations implement:

All new developments. Beneficial to treat sites as one project in order to share resources and best practice

Precedent:

Bermondsey Square

Application: A new square within residential and commercial bookend development at the end of the high street with low rise context

Celebrate a rhythm of pause and intensity



DELIVERING CARBON 0 HOMES AND BUILDINGS

How to deliver this principle:

- Ensure new developments meet sustainability standards set by The New London Plan or similar reputable sources
- Incorporate exemplar sustainable travel, air quality, green infrastructure, sustainable design and construction and flood risk principles within design process

Key locations implement:

All new developments

Precedent:

H\B:ERT plug-in tool

Application: Well designed carbon 0 buildings and areas on designated capacity sites that takes into account embodied and whole life carbon to minimise carbon footprint

ENSURING CRIME REDUCTION MEASURES AND PASSIVE SURVEILLANCE OPPORTUNITIES

How to deliver this principle:

- Make high streets as a destination for evening activity
- Update lighting along commercial parades
- Make back streets visible
- Ensure active frontages at ground level with overlooking from residential properties
- Ensure overall high quality of public realm not only as a mean to tackle vandalism but also empower local people
- Ensure proposals meet Secured By Design in collaboration with the Met Police

Key locations implement:

High street and service roads behind them; routes towards residential areas

Precedent:

Catenary lighting in public realm, Tiramarama Way, New Zealand

Application: Low cost lighting intervention along open space

LOW TRAFFIC NEIGHBOURHOODS

How to deliver this principle:

- Encourage and support existing local community to develop their aspirations towards greener and child friendly high street and local neighbourhoods
- Create a more relaxing street character, that encourages children to play and community life
- CPZ and additional parking controls
- New pedestrian and cycle links to train stations

Key locations implement:

Routes towards residential areas

Precedent:

TfL Liveable Neighbourhoods Programme funded Redbridge Quiet Streets scheme

Application: local council working with the residents to develop safer and less polluted streets for walking, cycling and play in the borough

Good Practice Examples

Strengthen the distinctiveness of local centres, enhance the historic environment, and meet local employment and infrastructure needs



SOCIAL INFRASTRUCTURE AND SOCIAL VALUE OF PLACES

How to deliver this principle:

- Undertake assessment and consultation for the delivery of physical, social and cultural infrastructure
- Deliver new residential neighbourhoods that coexist with and complement employment uses
- Ensure provision is affordable and reflects the diversity of the local area
- Utilise CIL and S106 to deliver social infrastructure and amenities

Key locations implement:

New and existing ground floor uses

Precedent: Connective Social Infrastructure report

Application: identify and fill the gaps of social infrastructure in new and existing neighbourhoods

Increase tree planting and make the River Ravensbourne and other natural assets more accessible



DIVERSIFIED USES, LOCAL BUY-INS AND BUSINESS SUPPORT

How to deliver this principle:

- Promote open collaboration/co-creation between schools, businesses, institutions
- Deliver hub spaces that provide opportunities for exchange of ideas
- Facilitate new affordable workspace and housing
- Talk to local business people and residents and those already using the places early-on in the design process

Key locations implement:

high streets and town centres

Precedent: skills development for young people at Construction Youth Trust

Application: training and support services to vulnerable, disadvantaged and disengaged children and young people

UTILISING RIVERFRONT

How to deliver this principle:

- Public realm improvements introducing new landscaping and better accessibility
- Facilities providing leisure activity, amenity and workspace to activate the riverside
- New pedestrian and cycle bridges to increase permeability and access to key green spaces
- New employment uses that address the riverfront in a positive way

Key locations implement: Ravensbourne River

Precedent: River restoration at Cornmill Gardens, Lewisham Town Centre

Application: unlocking walking, cycling, dwell and social space opportunities

BUILDING ON NATURAL ASSETS

How to deliver this principle:

- Incorporate SUDS and green infrastructure linking to larger green spaces around A21
- Embed social value outcomes into future development ambitions to encourage inclusive growth incorporating greening, tree planting and play parks
- Provide resting amenity space with green pocket parks near the High Road to address

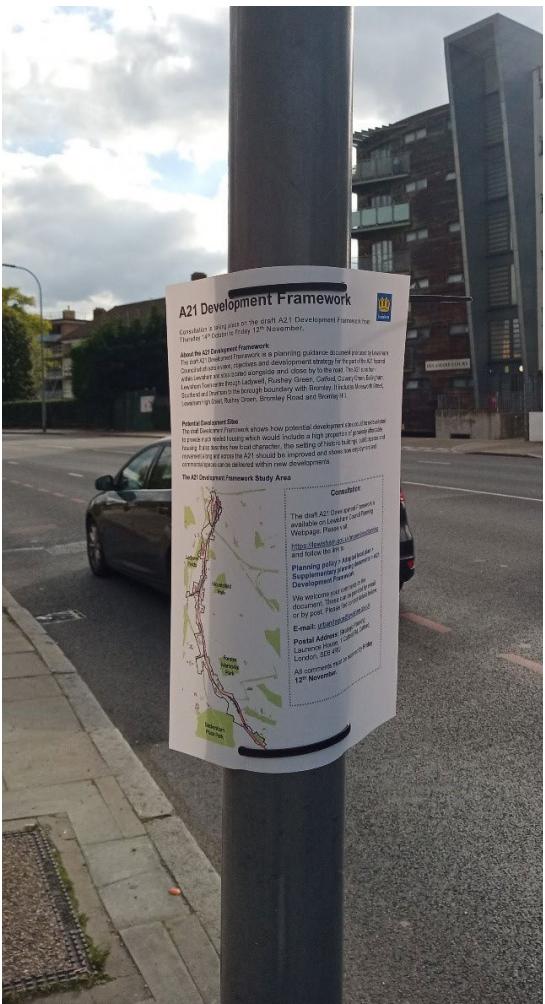
Key locations implement: Ladywell Fields, Lewisham Park, Foster Memorial Park, Downham Playing Fields, Ravensbourne River towpaths

Precedent: Dublin's 'Wilding' policy applied in St Anne's Park

Application: allowing wildflowers and weeds to flourish on roadside verges, open spaces, in parks and cemeteries

Appendix 3:

Public Consultation



6.21 Early Engagement

Early engagement included the following activities:

- Online interviews with Ward Councillors and local groups
- Online survey
- 2 x online community workshops

6.22 Formal Consultation

Approval to consult on the draft A21 Development Framework was granted by Mayor and Cabinet on 6th October 2021.

- 6.23 The consultation process ran for four weeks between October 14th and November 12th 2021 and was publicised as follows:

- 6.24
- Email notification to specific Consultation Bodies, General Consultation Bodies and Other Consultees (to the extent that the Council considers the proposed subject matter affected that body). This included statutory bodies and local organisations
 - Letters sent by post to the landowners of the sites identified as potential development sites
 - A notice in the News Shopper

- 6.25
- A4 notices attached to lampposts along the A21
 - On the A21 Development Framework webpage.
 - On the social media platforms of Twitter, Instagram and Facebook.

Two evening, online virtual presentations on the draft A21 Development Framework were held at which attendees had the opportunity to ask questions about the document.

- 6.26
- Due to the COVID safety government guidance in place during the consultation period for the draft A21 Development Framework, unfortunately it was not possible to hold in person consultation events.

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