

## Public Examination of Lewisham Core Strategy Development Plan Document

### London Borough of Lewisham Statement on Matter 10 Transport

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#### Question: The adequacy of the transport infrastructure to accommodate growth

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##### Introduction

- 10.1 The transport infrastructure is considered adequate to accommodate growth. To assess the adequacy the Council commissioned three evidence base reports. The Deptford New Cross Transport Study (**CSD3.25**) prepared by Urban Initiatives, the Lewisham Town Centre Study (**CSD3.26**) prepared by Colin Buchanan, and the Lewisham Borough-wide Transport Study (**CSD3.27**) also prepared by Colin Buchanan.
- 10.2 All three studies took account of committed public transport and highways improvements to identify the additional transport measures which would be required to support a more intensive level of development. The three studies made various recommendations to facilitate and improve the pedestrian and cycling environment and ensure that major redevelopment contributes to improved public transport accessibility. The key projects have been identified in Appendix 3 of the Infrastructure Delivery Plan (IDP) (**CSD3.17**) and the essential infrastructure is recommended to be included in Appendix 8 to the Core Strategy (**CSD1.5**).

##### Transport studies

- 10.3 The Deptford New Cross Transport Study (**CSD3.25**) provides an understanding of the likely travel impacts of new development in the north of the borough and gives commentary on the justification for new investment and a general approach to travel strategies. Development in the Evelyn and New Cross wards will need to contribute to the improvement of public transport accessibility and the walking and cycling environment. The Council is also committed to extending the borough's cycle network throughout Deptford and New Cross including the use of, and linkages to, Waterlink Way and the Thames footpath. For traffic management and parking, the Council should adopt a managed and restrained approach to car parking provision to contribute to the objectives of traffic reduction. The application of the restraint based parking standards within the London Plan (**CSD4.1**, Annex 4) and its draft replacement (**CSD4.2**, Table 6.1) would require a co-ordinated and parallel approach to the management of on-street parking supply if development and intensification are not to lead to an increase in on-street parking stress and an undermining of the effectiveness of those standards.
- 10.4 The Lewisham Town Centre Study (**CSD3.26**) looked at the capacity of the public transport and highway networks to cope with additional development within the town centre. In terms of the highway network, the proposed Low-H layout (the road layout to replace the Lewisham town centre roundabout) will be able to accommodate car

trips generated by the additional development, provided that borough-wide travel planning measures are introduced in parallel. As the Low-H layout will actually reduce traffic capacity in the town centre, it follows that the additional development can be implemented in advance of the Low-H proposals.

- 10.5 The study shows that the future development of the town centre is not dependent on the public transport enhancements associated with the Lewisham Gateway Low-H proposals as the existing rail and DLR networks can handle the additional trips likely to be generated by the further town centre developments. It is also possible to introduce modest enhancements to existing bus routes as required.
- 10.6 The study concluded it is imperative that appropriate measures to control car ownership and use for new developments are put in place. In this regard, the Council should pursue car-free development with accompanying robust parking restrictions associated with highly effective travel planning measures.
- 10.7 The Lewisham Borough-wide Transport Study (**CSD3.27**) built on the work undertaken in the above two studies and assessed the combined impact on the highway and public transport networks in the borough of various proposed developments up to 2026. This included the five strategic site allocations identified in the Core Strategy (**CSD1.1**, Section 8) and development sites from the Council's housing trajectory expected to be completed within the plan period. The modelling used to assess the impacts, which took account of existing and committed improvements, concluded the highway and public transports networks are able to cope with the levels of growth.
- 10.8 For the highway network, there are local instances of congestion and delays occurring in 2026, however the impacts are not so severe as to prevent the network from operating. This is detailed in Section 6 (**CSD3.27**). For the public transport network, the modelling indicates that the network is sufficient to cope with the considered levels of growth. This is detailed in Section 7 (**CSD3.27**). Planned rail capacity and service improvements will facilitate growth in rail patronage. Overcrowding on trains will continue, however the levels at which overcrowding occurs will be reduced significantly across all routes to less than present levels. The DLR will see growth in use during the plan period, however the associated capacity increases mean that it will not be placed under strain from this growth. As more people take advantage of the improved rail and DLR services, the number of people using bus services decreases in general across the borough. The exceptions to this are Catford South, Downham, Whitefoot and Evelyn wards, where some bus growth is forecast.
- 10.9 The three studies conclude that the transport investment currently taking place and/or planned, combined with policies to ensure modal shift and improve the walking and cycling environment, will ensure that the growth planned for the borough can be accommodated on a variety of transport modes. Sensitivity tests of an 11% modal shift away from car to public transport shows that the public transport network satisfactorily copes with additional demand. In essence, whilst the modelling identifies

some local problems to be resolved, these are not insurmountable, nor do they suggest that the growth proposed requires revision.

### **Infrastructure Delivery Plan**

- 10.10 The key committed, planned and emerging infrastructure projects identified in the above transport studies (the evidence base) have been included within the Council's Infrastructure Delivery Plan (IDP) (**CSD3.17**, Section 5 and Appendix 3). This shows the committed, planned and emerging projects as well as those that identified as 'essential' to the delivery of the Core Strategy. The infrastructure required to deliver the Core Strategy strategic site allocations (**CSD1.1**, Section 8) is detailed in the Council's statement on Matter 1 (LBL/Matter1).
- 10.11 Key transport infrastructure improvements that have been implemented within the borough in the last two years include:
- Provision of a three car DLR service between Lewisham and Bank increasing capacity by 50% in the peak period
  - Opening of the London Overground network which provides a service from New Cross to Dalston, as well as Crystal Palace to Dalston stopping at Sydenham, Forest Hill, Honor Oak Park, Brockley, New Cross Gate/New Cross
  - Removal of the Kender triangle gyratory and implementation of the 'Streets for People' scheme in association with Transport for London (TfL).
- 10.12 Committed projects that are funded and are currently being implemented (as shown in the IDP, Appendix 3) include:
- Improvements to the borough's railway stations, including accessibility improvements and a new Deptford station
  - Capacity improvements for passengers on mainline services through the Thameslink programme
  - The extension of the London Overground network (formerly the East London Line) from Surrey Quays to Clapham Junction with passive provision for a station at Surrey Canal Road and
  - A range of works to improve the walking and pedestrian and cycling particularly in Deptford and New Cross.
- 10.13 Passive provision is being made to assist the subsequent delivery for a new station at Surrey Canal Road as part of Phase 2 of the East London Line extension. The provision of the station is identified as 'essential infrastructure' associated with the Surrey Canal Triangle strategic site allocation (**CSD1.1**, Policy SSA3) in order for the objectives pertaining to that site to be fully met. The Council is currently in negotiations with the applicant, TfL and the Department of Transport to secure its delivery. The provision of the station is part of a range of transport improvements earmarked for the site in order to accommodate the expected levels of growth. This will include improved bus services along Ilderton Road and significant improvements to the walking and cycling environment to improve connectivity within this part of Deptford. This issue was also detailed in the Council's written statement for Matter 1 (LBL/Matter 1).

- 10.14 The North Lewisham Links Strategy (**CSD3.29**) provides a strategy for improving the walking and cycling environment in Deptford and New Cross. Route 1 has recently been completed providing improved and safer links between Deptford High Street and New Cross and New Cross Gate. The Council has a dedicated Programme Manager in place to ensure the strategy is implemented.
- 10.15 The London Mayor's Transport Strategy (**CSD4.17**) also outlines longer term plans for a Bakerloo line extension through the borough. A Bakerloo southern extension would allow the line to serve inner and outer southeast London, serving areas with lower transport accessibility and freeing up National Rail capacity at London Bridge for other service improvements (Proposal 22).

### **Core Strategy policies**

- 10.16 To maximise the use of the borough's existing transport infrastructure the Core Strategy (**CSD1.1**) supports the London Plan (**CSD4.1**) objectives to locate homes, services and employment opportunities together to reduce the need to travel. The Core Strategy shows that the major generators of travel and the distribution of development is focused in town and district centres and those areas of the borough with good public transport accessibility (as outlined in Section 6). The strategy also seeks to improve connectivity throughout the borough by improving existing, and creating new, walking and cycling routes as well as raising the quality of the pedestrian environment. The new transport projects identified in the IDP will support growth (**CSD3.17**, Section 5 and Appendix 3).
- 10.16 The Core Strategy vision (**CSD1.1**, Section 4) supports improved public transport links and reducing the need to travel. Strategic Objective 7 (**CSD1.1**, Section 5) seeks to improve the access to a range of public open space, many of which are accessible by walking and cycling. The key priority of Strategic Objective 9 (**CSD1.1**, Section 5) is to reduce the need to travel and reliance on the private car. Planning obligations will also be sought for necessary and appropriate works to mitigate any negative impacts of the development. Core Strategy Policy 14 (**CSD1.1**, Section 7) reflects many of the strategic recommendations from the three transport studies. This includes
- Improving the pedestrian and walking environments for connectivity and accessibility within the borough (and beyond)
  - A managed and restrained approach to car parking provision
  - Promoting car free development
  - The use of travel plans
  - The need for the Council to work with its transport partners to deliver the necessary transport infrastructure.
- 10.17 Core Strategy Policy 21 (CSP21) (**CSD1.1**, Section 7) states the need to provide infrastructure to address the impact of new development will be considered from the outset of the planning application process. Where appropriate, planning obligations will be sought. The Council's Planning Obligations SPD (**CSD3.49**) clearly identifies the potential scale and nature of impacts and corresponding mitigation to be secured from development.