

# Lewisham Town Centre Transport Study

Report Addendum

Project Number VN16332.15 | March 2012

Lewisham Town Centre Transport Study  
Review

Document Title: **Lewisham Town Centre Transport Study – Report Addendum**

Version: Final Report

Date: 19 March 2012

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Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
0	29-02-2012	Adrian Cole	Adrian Cole	29-02-2012	Draft
1	19-03-2012	Adrian Cole	Adrian Cole	16-03-2012	Final

Distribution of copies

Revision	Copy no	Quantity	Issued to
0	1 (electronic)	1 (electronic)	Matthew Pullen, LB Lewisham
1	1 (electronic)	1 (electronic)	Matthew Pullen, LB Lewisham

<b>Printed:</b>	19 March 2012
<b>Last saved:</b>	19 March 2012 01:52 PM
<b>File name:</b>	VN16332-15 LTCTS Addendum 2012-03-15.docx
<b>Author:</b>	Richard Crappsley
<b>Project manager:</b>	Adrian Cole
<b>Name of organisation:</b>	London Borough of Lewisham
<b>Name of project:</b>	Lewisham Town Centre Transport Study Review
<b>Name of document:</b>	Lewisham Town Centre Transport Study – Report Addendum
<b>Document version:</b>	Final Report
<b>Project number:</b>	VN16332.15

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# 1 Introduction

## 1.1 Background

1.1.1 This note forms an addendum to the Lewisham Town Centre Transport Study (LTCTS). The LTCTS (2010) was undertaken in order to satisfy Lewisham Council that the highway and public transport networks (with appropriate enhancements) can cope with levels of development proposed within Lewisham Town Centre. The study formed part of the evidence base for the Lewisham Town Centre Area Action Plan Further Options Report (2011) and the Council's emerging Local Development Framework.

1.1.2 The addendum is intended to provide an update and commentary on key components of the LTCTS report. In particular it seeks to:

- Provide an update on recent changes/additions to planning policy (local and London-wide);
- Address local concerns about the robustness of assessment of transport impacts in LTCTS;
- Provide an update on what transport infrastructure that has been implemented since the LTCTS was prepared, and any future commitments that may have changed;
- Review impact of development capacity changes in the emerging Lewisham Town Centre Area Action Plan (AAP).

## 2 Planning Policy

### 2.1 London Plan (2011)

2.1.1 The version of the London Plan referred to in the LTCTS was published in 2008. This was revised and updated in 2011. The following are key points which should be noted:

- Lewisham is identified as within the East London sub-region, and partially within the Thames Gateway region.
- The borough is forecast to have 9% growth in employment between 2007 and 2031.
- Lewisham should seek to achieve and exceed a minimum borough housing provision target of 11,050 homes between 2011 and 2021.
- Within the London town centre categorisations, Lewisham is designated as a major centre.
- Lewisham, Catford and New Cross is identified as an opportunity area with potential for growth and intensification of development, with an indicative capacity of 6,000 jobs and 8,000 homes by 2031 (compared to 3,500 jobs and 6,000 homes by 2026 in the previous London Plan).
- The London Plan indicates a potential extension of the Docklands Light Rail (DLR) post 2020 from Lewisham to Catford/Catford Bridge/Hither Green and another extension to Hayes/Beckenham via Catford and an extension of the Bakerloo Line through Lewisham.
- Cycle Super Highway 5 running from Lewisham to Victoria is identified for provision by 2015.

### 2.2 Mayor's Transport Strategy (2010)

2.2.1 The Mayor's Transport Strategy was revised and updated in 2010. The previous version dated from 2004. Key proposals include:

- Seek to ensure that Network Rail and the train operating companies deliver the committed improvements to the rail network and services in London as set out by the DfT's High Level Output Specification for the period 2009 to 2014, including the Thameslink improvement programme.
- Investigate the feasibility of further capacity and network expansion of the DLR including south of Lewisham.
- Deliver the committed investment in the Overground network (including the extension from Surrey Quays to Clapham Junction which will open in December 2012), investigate the feasibility of providing further capacity to assist orbital movement, and will review potential benefits of extensions to the network of services.
- Keep the development of the bus network under regular review, including reviews of the strategic priorities underlying the process approximately every five years, to ensure it caters for growth in population and employment, while maintaining ease of use, attractive frequencies and adequate capacity, reliable services, good coverage and good interchange with other modes.

- Improve bus passengers' journeys by measures, including:
  - Incentivising bus operating contracts and expanding staff training in order to consolidate reliability improvements
  - Introducing measures such as bus priority at critical locations
  - Ensuring that the appropriate enforcement of bus priority is carried out
  - Implementing the Countdown 2 project (which has now been rolled out across a significant part of the London bus network) to deliver expanded access to real time information and develop further integration with digital communications to provide real time bus information
- Raise the profile of cycling, using information and behavioural change measures, including smarter travel initiatives and major events.
- Improve cycling infrastructure and training to support cycling, including:
  - Develop up to 12 Cycle Superhighways (including one from Lewisham to Victoria, by 2015)
  - Introduce further phases of the Cycle Hire scheme in Inner and Outer London subject to sufficient demand and feasibility
  - Increase provision of secure bicycle parking facilities, particularly at stations, workplaces, schools, retail and leisure sites
  - Improving permeability for cycling by further integrating the road network and open spaces
  - Delivering road enhancements to make cycling easier and safer, including managing car access to residential areas, through physical or design measures, to create pleasant and safer cycling environments
  - Offering cycle training for people of all ages
- Improve the walking experience by enhancing the urban realm and taking focused action to ensure safe, comfortable and attractive walking conditions, including:
  - Development of the 'key walking route' approach, to encourage walking and improve corridors between local destinations
  - Providing direct, convenient pedestrian access where appropriate
  - Street audits to identify pedestrian needs and guidance
  - Enhancing pavement space for pedestrians and removing guardrails and other obstacles
  - Supporting major projects such as high street revitalisation through good quality public realm
  - Improving access, safety and security between stations and surrounding areas for pedestrians (and cyclists) to encourage active and smarter travel

- Improving quality and provision of information and resources for walking, especially at stations, interchanges and in town centres

## 2.3 Lewisham Core Strategy (2011)

2.3.1 The LTCTS referred to the Lewisham Unitary Development Plan (2004), which has since been partly replaced by the Lewisham Core Strategy, adopted in June 2011. The Core Strategy sets the vision, objectives, strategy and policies to guide public and private sector investment to manage development and regeneration in the borough up to 2026. It anticipates major change, with a focus on Lewisham town centre along with other centres in borough.

2.3.2 The Core Strategy includes several key strategic objectives of relevance:

- Objective 2 - Housing provision and distribution: Provision will be made for the completion of an additional 18,165 net new dwellings from all sources between 2009/10 and 2025/26 to meet local housing need and accommodate the borough's share of London's housing needs. This aims to exceed the London Plan target for the borough. Of these 2,600 will be distributed within Lewisham town centre.
- Objective 4 - Economic activity and local businesses: Investment in new and existing business and retail development will be facilitated to improve the physical environment for commercial enterprises, to result in a year on year sustainable increase in the size of the borough's economy. This includes developing Lewisham town centre to promote it to a Metropolitan town centre by 2026.
- Objective 9 - Transport and accessibility: Provision will be made to ensure an accessible, safe, convenient and sustainable transport system for Lewisham that meets people's access needs while reducing the need to travel and reliance on the private car. This will facilitate sustainable growth in the key localities for regeneration and growth (including Lewisham town centre). The Council will ensure that transport and accessibility within the borough:
  - Provides for a system of walking and cycling routes and strong links to town centres and public open space, including the Waterlink Way, and promotes the implementation of greenways.
  - Facilitates the movement of freight while minimising the adverse impacts of traffic, noise and emissions.
  - Delivers key infrastructure projects including Thameslink (works at London Bridge due for completion in 2018) and the 'low h' road at Lewisham Gateway along with other measures.

2.3.3 The Lewisham Spatial Strategy focuses growth and larger scale development in specific Regeneration and Growth Areas that benefit from higher levels of public transport accessibility and land that is available and deliverable; this includes Lewisham Town Centre. The majority of the borough's new housing, retail and employment uses will be focused within these Regeneration and Growth Areas.



2.3.4 Spatial Policy 2 states that Lewisham Town Centre will:

1. be designated as a Major town centre, and will be further developed so that by 2026 it achieves Metropolitan status on the London-wide retail hierarchy and continues to contribute to the local night-time economy;
2. accommodate up to 40,000 square metres of additional retail floorspace and 4,300 square metres of additional leisure floorspace by 2026;
3. accommodate up to 1,500 additional new homes by 2016 and a further 1,100 additional new homes by 2026;
4. contain a Local Employment Location (LEL) at Molesworth Street;
5. be one of the borough's preferred locations for new office development; and
6. contain a strategic development site, the Lewisham Gateway, which will act as a catalyst for regeneration of the town centre.

2.3.5 The Council will prepare an Area Action Plan for the Lewisham Town Centre to ensure the forecast growth is managed and delivered. This will be the implementation and delivery plan for the changes that will occur in the town centre during this period. In particular, it will provide a detailed planning and implementation strategy for major opportunity sites within the town centre.

2.3.6 The Core Strategy sets out the Council's support for delivery of transport infrastructure and service improvements within the Regeneration and Growth Areas including:

- East London Line extension including provision of the Surrey Canal Road station (extension complete by end of 2012, with Surrey Canal Road station provided at a later date as part of the Surrey Canal Road redevelopment).
- Three car capacity for the Docklands Light Railway (three car services launched in 2011).
- Improvements to the London bus priority network (ongoing reviews by Transport for London).
- Improvement of railway stations including Lewisham, and including accessibility improvements (passenger capacity and step free access improvements now complete).
- Capacity improvements for passengers on mainline rail services through the Thameslink programme (to be completed by 2018).
- Removal of the Lewisham roundabout and interchange improvements (as part of the Lewisham Gateway development, to which the Council and the developer remain committed).

2.3.7 The Core Strategy also sets a number of specific policies in relation to sustainable movement and transport, namely:

1. The access and safety of pedestrians and cyclists throughout the borough will be promoted and prioritised.
2. A network of high quality, connected and accessible walking and cycling routes across the borough will be maintained and improved, including (amongst others) Waterlink Way.
3. A managed and restrained approach to car parking provision will be adopted to contribute to the objectives of traffic reduction while protecting the operational needs of major public facilities, essential economic development and the needs of people with disabilities. The car parking standards contained within the London Plan will be used as a basis for assessment.
4. Car free status for new development can only be assured where on-street parking is managed so as to prevent parking demand being displaced from the development onto the street. A controlled parking zone (CPZ) may be implemented where appropriate.
5. Travel plans will need to be submitted which meet or exceed the Department of Transport's thresholds for transport assessment and Transport for London guidance.
6. Cycle parking will be required for new development and TfL guidelines will be used to assess provision. Design will need to incorporate safe and secure cycle storage and parking as well as other facilities including showers and lockers, where appropriate.
7. The use of the River Thames, the rail network and the borough's strategic routes (Transport for London road network) will be supported as freight transport corridors.
8. Use of the River Thames for passenger transport and transport of construction and waste materials to and from development sites, where practicable, will be supported.
9. The Council will work with Transport for London, Network Rail and other partners to ensure the delivery of necessary transport infrastructure, as well as working with adjoining boroughs to address the cumulative impact of development by enabling more effective management of traffic and improving the environment for all users, including pedestrians, cyclists and public transport users.

#### 2.4 Lewisham Local Implementation Plan 2011-2031

- 2.4.1 The Local Implementation Plan (LIP) is a statutory document which supports the delivery of the Mayor's Transport Strategy (MTS) within Lewisham by setting out transport policies, programme and aspirations for the Borough. It provides strategic planning for transport, helping achieve broader goals for safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all.
- 2.4.2 Some of the measures and proposals in the Transport Strategy can be implemented by the borough, using its statutory planning, highways and network management, and parking powers. Other interventions, particularly larger projects, will have to be delivered in partnership with TfL

and other organisations, particularly improvements on the Transport for London Road Network (TLRN), and at rail and underground stations.

2.4.3 A number of investment programme and projects are listed for the immediate three-year period, as well as longer term aspirations for new and upgraded infrastructure and services, focused on public transport, including:

- East London Line extensions as part of the London Overground with the provision of a new station at Surrey Canal Road
- Improvements to capacity on DLR and potential route enhancements
- Capacity improvements for passengers on mainline rail services through the provision of Thameslink and the potential of a Bakerloo Line extension
- Improved bus services by enhancing existing bus services and bus stop accessibility measures
- The improvement of railways stations particularly trying to enhance access along the extended East London Line and complementing Access for Stations
- Removal of the Lewisham Roundabout and interchange improvements
- Improvements to Major centres including Lewisham

## 2.5 [Lewisham Town Centre Area Action Plan \(AAP\) Proposed Submission Version \(2012\)](#)

2.5.1 The LTCTS made reference to the Lewisham Town Centre AAP Preferred Options Report (2007) and was used to influence the development of the Lewisham Town Centre AAP Further Options Report (2011). Since then, the Council have produced a Proposed Submission Version of the AAP which was released for public consultation in March 2012. Key elements to note from the Proposed Submission Version of the AAP are set out below:

### *Area-wide Policies*

- Policy LAAP20 – Public and shopper parking spaces: This policy stipulates that the existing quantum of public/shopper parking spaces in the town centre should be maintained as a minimum level. It also states that the existing ratio of parking spaces to retail floorspace should be maintained, through a moderate increase in provision in line with an expansion in retail floorspace. The policy also identifies specific areas and sites for provision of publicly accessible car parking, namely: Conington Road Town Centre Area, Loampit Vale Town Centre Area and Ladywell Leisure Centre. The Engate Street site formerly identified has been removed from this version of the AAP.
- Policy LAAP21 – Sustainable transport: This policy identifies the Council's commitment to work with a range of partners to deliver public transport improvements (including those identified in the Town Centre Area policies). It also states that improvements will be sought to cycling and walking routes and lists a number of locations where mitigation works are required to improve the pedestrian and cyclist environment.

*Town Centre Area and Site Policies*

2.5.2 The Preferred Options Report identified a number of key opportunity sites within Lewisham Town Centre. Since this first report some have been implemented, others remain key development opportunities, and new sites have emerged. The Proposed Submission Version reconsiders these individual sites within a structure of broader Town Centre Areas (formerly Opportunity Areas): Gateway; Loampit Vale; Conington Road; Lee High Road; Ladywell; Central. Notably the former Engate Street area has been removed, and a new Ladywell area has been added.

- LAAP3 Kings Hall Mews: The Gateway Town Centre Area is dealt with in the Council's Core Strategy (adopted June 2011) as one of five strategic sites across the borough (Spatial Policy 2 and Strategic Site Allocation 6), and therefore a specific Town Centre Area policy is not necessary. However a site specific policy for Kings Hall Mews is stipulated, which guides possible uses and design principles for this small development area.
- LAAP4 Loampit Vale: The Town Centre Area is identified as having an indicative capacity of 1,000 homes and 11,200 square metres net retail floorspace (excluding 788 homes and 7,400 square metres retail / leisure under construction).
- LAAP5 Conington Road: The Town Centre Area is identified as having an indicative capacity of 400 homes and 3,000 square metres net retail floorspace (excluding 402 homes and 800 square metres retail delivered).
- LAAP6 Lee High Road: The Town Centre Area is identified as having an indicative capacity of 40 homes and 2,000 square metres net retail floorspace (excluding 57 homes and 1,750 square metres retail delivered).
- LAAP7 Ladywell: The Town Centre Area is identified as having an indicative capacity of 150 homes and 1,400 square metres net retail floorspace.
- LAAP8 Central: The Town Centre Area is identified as having an indicative capacity of 200 homes and 10,000 square metres net retail / leisure floorspace.

## 3 Transport Improvements and Commitments

### 3.1 Overview

3.1.1 The LTCTS provided an overview of various committed transport improvements. Since the completion of the study some of these works have been implemented, and the timeframe for implementation of others has changed:

### 3.2 Public transport

3.2.1 The updated position on public transport improvements, commitments and potential projects is as follows:

- Network Rail works to improve passenger capacity and provide step-free access at Lewisham station - These works are now complete.
- Thameslink upgrade works at London Bridge which will facilitate enhanced train service frequencies at Lewisham station - These works were originally anticipated to be completed by 2012. Early preparatory works are presently being undertaken ahead of major construction activity which will begin in summer 2013 and be complete in 2018.
- Crossrail construction - The main civil engineering works are planned for completion in 2017. Fit-out of stations and testing will continue afterwards, with Crossrail services expected to commence on the central section by late 2018 with a phased introduction of services along the rest of the Crossrail route over following months. This is a year later than anticipated in the LTCTS.
- DLR capacity increase – The upgrade of DLR trains to three-cars, increasing capacity by 50 per cent for each train during the morning peak, was completed in 2010.
- Delta Junction reconfiguration – A grade-separated junction has been provided north of Canary Wharf to remove conflicting DLR train movements and enable increased service frequencies.
- Extension of the Bakerloo line – This remains a long-term possibility. TfL have recently reinvestigated the possibility of extending the Bakerloo line, however more concrete plans for extension have not yet been mooted.
- Lewisham Gateway bus interchange – Although delayed, the Council and the developer behind the Gateway scheme are still committed to it, and the design proposals for the Gateway are expected to be progressed.
- Bus capacity enhancements- The Mayor's Transport Strategy has less ambitious targets for bus capacity improvements, however it stipulates that the bus network will be kept under regular review to ensure it caters for growth in population and employment, while maintaining ease of use, attractive frequencies and adequate capacity.

### 3.3 Highways

3.3.1 The updated position on highways improvements and commitments is as follows:

- Lewisham Gateway highways configuration – As noted above, although delayed, the Gateway design proposals – including the removal of the roundabout and replacement with the Low-H set of signalised junctions - are still a commitment.
- Loampit Vale highways improvements – Extra land is being secured on Loampit Vale as part of redevelopment works to permit provision of wider footways and four standard traffic lanes between Jerrard Street junction and Lewisham Station.

### 3.4 Walking and cycling

3.4.1 The updated position on walking and cycling improvements is as follows:

- Lewisham Gateway pedestrian links – The Gateway design for removal of the roundabout and replacement with the Low-H, when implemented, will provide a more legible street pattern and more direct crossing movements.
- Silk Mills Path improvements – Recent developments in the Conington Road area are complete/nearly complete, and the section of the Silk Mills path which was previously closed has been reopened as a new high quality pedestrian link. Further improvements to the path remain an aspiration to be delivered in conjunction with redevelopment of the Tesco site.
- Waterlink Way – The connection of existing sections of Waterlink Way to provide a continuous route along the River Ravensbourne through Lewisham centre remains a long term aspiration. The section through Cornmill Gardens is greatly improved following completion of development and landscape works in this area.
- Jerrard Street pedestrian improvements – Pedestrian improvement measures remain commitments to be achieved through the consented redevelopment of the Thurston Road Industrial Estate.
- Lewisham Centre pedestrian connections – The redevelopment and enhancement of the Lewisham Centre remains an aspiration for the town centre, including improved pedestrian connections across the site.
- Cycle hire scheme – the Mayor of London's cycle hire scheme is now in place, and extensions to the scheme have recently been announced, however this does not include Lewisham. As indicated in the Mayor's Transport Strategy further expansion will be considered in the future.

### 3.5 Parking and taxis

3.5.1 The updated position on parking and taxi provision is as follows:

- Low levels of parking provision – The pursuit of development within Lewisham that is car-free or has low levels of parking continues to be supported in local policy, notably in the Core Strategy and the AAP.

- Lewisham Gateway taxi facilities – The Gateway proposals include retention of a non-appointed taxi rank on the Railway Station forecourt and relocation of the existing taxi rank at Lewisham Clock tower. As noted the Gateway scheme remains a commitment by both the Council and the developer.

### 3.6 New commitments

3.6.1 In addition the policy review indicates a number of new specific transport commitments that may benefit Lewisham during the period of the AAP including:

- The potential extension of the DLR from Lewisham to Catford/Catford Bridge/Hither Green after 2020
- Provision of Cycle Super Highway 5 from Lewisham to Victoria by 2015.
- The possibility of extending the Cycle Hire scheme to other areas of Inner London (subject to sufficient demand and feasibility).

3.6.2 In addition to the above the potential extension of the Bakerloo line is being investigated by TfL, however no firm commitment has yet been made to the implementation of an extension. Should this be taken forward it may also be of benefit to Lewisham during the period of the AAP.

## 4 Local concerns

### 4.1 Summary of concerns

4.1.1 Objections raised in response to individual applications have questioned the progress made with the public transport enhancements detailed in the LTCTS and therefore the validity of the conclusions. These concerns and responses to them are summarised below:

- The East London Line and extensions to it is not referred to in the LTCTS as it was not identified as having an impact on public transport capacity at Lewisham town centre. It should be noted however that the extension to Clapham will open in December 2012, and a commitment to provision of Surrey Canal Road Station has been secured as part of Surrey Canal Road redevelopment.
- The Thameslink upgrade works mentioned in the LTCTS have started, although as noted above it is anticipated that they will now be completed by 2018 rather than 2012 as originally envisaged. Based upon information from Network Rail, 12-car Thameslink trains will call at Lewisham on routes running to/from Dartford. The provision of more through platforms at London Bridge and the provision of a new dive-under in the vicinity of Millwall FC Stadium will also increase the number of trains which can run to/from London Bridge, thereby providing additional rail capacity at Lewisham town centre.
- Crossrail now has full funding and is under construction. It is now scheduled to open in 2018, one year later than as stated in the study. It will divert existing passengers from Woolwich, Abbey Wood and further east away from trains which currently travel through Lewisham. This will also free up capacity for passengers starting journeys within the Borough.
- Platform lengthening on the DLR has now been completed, providing a 50% increase in train capacity from that which existed when the LTCTS was undertaken.
- The assumed bus capacity enhancements are dependent on the implementation of the Lewisham Gateway which has not yet happened, but is still a scheme to which the Council and the developer are committed to and which is being progressed. Nevertheless, in the meantime there is some scope for TfL to enhance bus service capacity as required through conversion of some routes operated by single deck buses to double deck vehicles and frequency improvements.



## 5 Trip generation from development

### 5.1 Capacity and completed/ commenced development

5.1.1 Since the LTCTS was undertaken there have been a number of changes in the area in terms of completed and commenced development. 1,247 homes have been or are currently being built in the town centre across Loampit Vale, Conington Road and Lee High Road. These three Town Centre Areas also contain 9,950 square metres of non-residential space that has been completed or is under construction.

5.1.2 The AAP Proposed Submission Version 2012 includes revised capacities for residential and retail development for each Town Centre Area. Taking into consideration the AAP area as a whole, the most significant variance from the capacity figures set out in the LTCTS is an increase of 10,000 square metres net retail floorspace. This relates to new development opportunities identified in the Central Area. The trip generation associated with this increase in retail floorspace primarily relates to trips by visitors (i.e. shoppers) and employees. The key concern in this regard is the impact on highways, and this impact will be largely governed by parking supply.

5.1.3 At present the Central Area contains approximately 45,500 square metres net retail floorspace<sup>1</sup>, and 936 car parking spaces<sup>2</sup>. This is a ratio of 1 car parking space per 49 square metres. Policy LAAP20 states that the ratio of parking to retail space will be maintained therefore there may be an increase in parking provision to accompany the increase in floorspace.

- It would be somewhat offset by the loss of the 40 space Rennell Street car park as part of the Gateway development. Therefore the net increase in car parking provision would be in the order of 164 spaces.
- An enhanced retail offer in the shopping centre will likely increase the average lengths of stay by shoppers, and reduce parking turnover, thereby helping offset increased traffic generation. An important consideration for development in the Central Area therefore will be achieving an appropriate mix of retail offer to encourage longer stay by shoppers.
- The traffic through-put in the town centre will be governed by the capacity of the Gateway highways scheme, which will limit the number of vehicles entering Molesworth Street and accessing car parking.
- The Lewisham Core Strategy reinforces the commitment to travel planning measures for residents and businesses; pursuit of these measures will help reduce reliance on car for trips to/from the Central Area.

5.1.4 The 2007 version of the AAP showed a residential indicative capacity of 4,100 homes across 6 Town Centre Areas. Since this time there have been 1,247 residential homes built or under construction. The 2012 proposed submission version of the AAP includes an indicative capacity of 2,590 homes that does not include those built or currently under construction. This means that there has been a reduction in total residential units proposed of 263 between 2007 and 2012. This is a decrease of around 6.4% on previously identified capacity figures. Applying trip rate

<sup>1</sup> Based on information from Land Securities website regarding Lewisham Shopping Centre floorspace, plus estimate for other areas of retail outside of shopping centre and included in Central Area.

<sup>2</sup> 846 in Lewisham Shopping Centre car park, 40 in Rennell Street car park, and 50 in Molesworth car park.

figures as per the LTCTS<sup>3</sup> indicates that in the morning peak hour this could reduce the overall trips generated by AAP development by around 25 car (as driver) trips, 63 train trips, 21 DLR trips, and 21 bus trips. This reduction will help offset traffic generated by the increase in parking provision associated with additional retail space in the town centre. The continued pursuit of low parking provision and car-free residential developments plus complementary travel planning measures will help ensure fewer highways trips are achieved.

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<sup>3</sup> Source: Appendix L, Loampit Vale Transport Assessment

## 6 Conclusions

### 6.1 Summary

6.1.1 The following conclusions can be drawn from the above review and analysis:

- The planning policy context has changed since the publication of the LTCTS. The most notable changes are: new housing and employment targets in the London Plan; new and revised transport commitments within the Mayor's Transport Strategy; and revised development capacity figures set out in the Lewisham Town Centre AAP.
- A number of transport improvement schemes that were referred to in the LTCTS have been completed and are of benefit to Lewisham Town Centre; most notably DLR enhancements and improvements to Lewisham Station.
- Thameslink and Crossrail works have been delayed, but are scheduled for completion by 2018, which falls within the AAP timeframe.
- The Mayor's Transport Strategy has less ambitious targets for bus capacity improvements than when the LTCTS was written, however it commits to regular review of the bus network to ensure it caters for population and employment growth. There may be scope for TfL to make bus service enhancements in the area through frequency improvements and conversion of routes from single deck to double deck vehicles.
- The Lewisham Gateway scheme, including the 'Low H' highways arrangement, has been delayed, but the Council and the developer remain committed to its delivery.
- The potential addition of 10,000 square metres net retail floorspace in the Central Area could result in an increase in associated car parking provision of around 204 spaces, including 40 spaces to replace the loss of the Rennell Street car park as part of the Lewisham Gateway development. This is considered acceptable in transport terms, provided the retail mix encourages longer stay parking, and complementary travel planning measures are pursued.
- The reduction in total residential units proposed of 263 between 2007 and 2012 could reduce the overall trips generated by AAP development. The continued pursuit of low parking provision and car-free residential developments plus complementary travel planning measures will help ensure fewer highways trips are achieved.

6.1.2 Analysis of the above conclusions has revealed no issues of a significant nature for the LTCTS. At the current time there is no requirement to review the LTCTS further and the conclusions and recommendations of the report remain valid. As such, the report continues to be a suitable evidence base document for the Lewisham Town Centre AAP.