

<b>SUSTAINABLE DEVELOPMENT SELECT COMMITTEE</b>		
<b>Report Title</b>	Response from Mayor and Cabinet - Alternatives to Individual Car Use In Lewisham.	
<b>Key Decision</b>	No	Item No. 6
<b>Ward</b>	All	
<b>Contributors</b>	Chief Executive (Head of Business & Committee)	
<b>Class</b>	Part 1	Date: 2 <sup>nd</sup> September 2008

### 1. Summary

This report informs members of the response given by the Mayor to a report previously considered by this Select Committee.

### 2. Purpose of the Report

**To report to members a Mayoral response to recommendations made by the Select Committee on Alternatives to Individual Car Use In Lewisham.**

### 3. Recommendation

The Select Committee is recommended to receive the Mayoral response.

### 4. Background

- 4.1 The Mayor considered the report entitled ' Alternatives to Individual Car Use In Lewisham at a Mayor & Cabinet meeting held on July 9 2008. This report is attached below as Appendix F.

### 5. Mayoral Response

- 5.1 The Mayor received a presentation by the representative of the Director for Regeneration and considered the report attached as an appendix to this item .

- 5.2 The formal recommendations agreed by the Mayor were as follows:

(i) external funding be sought where possible to facilitate smarter travel solutions, thus achieving a modal shift from individual car use to more sustainable forms of transport;

(ii) the funding received for accredited cycle trainers be used to facilitate

accredited cycle trainers within the road safety department;

(iii) external funding streams for the promotion of and to facilitate, further cycle training for adults and children be investigated;

(iv) once workplace travel plans within the borough are more established, a degree of competition is introduced to improve quality, which recognises innovative and effective travel planning. We should promote successful travels plans and nominate workplaces for sustainable travel planning awards. Award winners are able to apply for funding streams to improve facilities such as showers and cycle racks at their work location;

(v) the introduction of school travel planning within private schools be investigated;

(vi) the cycling officer contacts the cycling school of excellence to determine if an assessment exists on the strategy of how / where bike stations are implemented;

(vii) external funding is sought for the promotion of cycle routes such as Waterlink Way. The Select committee's views on the route are noted and officers will continue pursuing elements of the route and report their findings back to Mayor and Cabinet, in due course.

(viii) the Streetscape guide should include a section on scheme design for walking/cycling;

(ix) the policy views of the new London Mayor be awaited before considering further implementation of 20mph speed limits. As soon as new policy statements are published on this matter we will advise the Lewisham Mayor accordingly;

(x) to continue to promote, support and encourage low or car free developments, particularly at locations with good public transport links; and

(xi) this response be submitted to the Sustainable Development Select Committee.

## **BACKGROUND PAPERS**

Mayor and Cabinet report: attached as Appendix F

Minutes of the Mayor & Cabinet meeting July 9 2008.

**If you have any queries on this report, please contact Kevin Flaherty, Head of Business and Committee, 0208 3149327.**

## APPENDIX F

<b>MAYOR &amp; CABINET</b>		
<b>Report Title</b>	Response to Matters Referred by the Sustainable Development Select Committee – Alternatives to Individual Car Use In Lewisham.	
<b>Key Decision</b>	No	Item No. 6
<b>Ward</b>	All	
<b>Contributors</b>	Executive Director for regeneration (Transport Officers)	
<b>Class</b>	Part 1	Date: 9 July 2008

### 1.0 Summary

This report formulates a response to the matters arising from the Sustainable Development Select Committee report.

### 2.0 Purpose of the Report

To respond and make recommendations to matters referred to Mayor & Cabinet by the Sustainable Development Select Committee's report 'Alternatives to individual car use in Lewisham' 2008.

### 3.0 Policy Context

The contents of this report are consistent with the Council's policy framework documents, the Unitary Development Plan (UDP), Transport Local Implementation Plan (LIP), Air Quality Plan and supports the achievements of the Sustainable Community Strategy policy objectives such as :healthy, active and enjoyable.

Lewisham Council's Transport Policy is guided by the Mayor for London's Transport Strategy and the Council's LIP document sets out the priorities as

- Improving road safety
- Improving bus journey times and reliability
- Relieving traffic congestion
- Improve parking arrangements to provide fair, reasonable and effective enforcement of regulations, recognising the needs of business for servicing and delivery as well as other road users, thus contributing to easing congestion and improving access to town centres and regeneration areas
- Improving accessibility and social inclusion on the transport network
- Encourage walking by improving the street environment, conditions for pedestrians and through the use of travel demand measures
- Encourage cycling by improving conditions for cyclists and through the use of travel demand measures
- Bring transport infrastructure to a good state of repair

## 4.0 Recommendations

### It is recommended that:

4.1 external funding is sought where possible to facilitate smarter travel solutions, thus achieving a modal shift from individual car use to more sustainable forms of transport.

4.2 external funding streams for the promotion of and to facilitate, further cycle training for adults and children are investigated.

4.3 The funding received for accredited cycle trainers is used to facilitate accredited cycle trainers within the road safety department.

4.4 once workplace travel plans within the borough are more established, a degree of competition is introduced to improve quality, which recognises innovative and effective travel planning. We should promote successful travel plans and nominate workplaces for sustainable travel planning awards. Award winners are able to apply for funding streams to improve facilities such as showers and cycle racks at their work location.

4.5 the introduction of school travel planning within private schools is investigated.

4.6 the cycling officer contacts the cycling school of excellence to determine if an assessment exists on the strategy of how / where bike stations are implemented.

4.7 external funding is sought for the promotion of cycle routes such as Waterlink Way. The Select committee's views on the route are noted and officers will continue pursuing elements of the route and report their findings back to Mayor and Cabinet, in due course.

4.8 the Streetscape guide should include a section on scheme design for walking/cycling.

4.10 we await the policy views of the new London Mayor before considering further implementation of 20mph speed limits. As soon as new policy statements are published on this matter we will advise the Lewisham Mayor accordingly.

4.11 we continue to promote, support and encourage low or car free developments, particularly at locations with good public transport links.

## 5. Response to Matters raised

### Travel Demand Management

*5.1 The select committee noted the early indications of modal shift from individual car use to alternative forms of transport achieved by the TfL funded Smarter Travel Sutton scheme and the proposal to extend the Sutton scheme to a second London Borough. The committee recognises that there are significant differences in common transport modes between Sutton and Lewisham. However, given the urgent need to reduce carbon emissions from transport, would welcome efforts by Lewisham Council's Sustainable Transport Team to bid for funding for smaller scale neighbourhood projects in Lewisham. Indeed, this was alluded to by the Head of Travel Demand Management at TfL when he met with the select committee, where smaller scale Travel Demand Management exercises are carried out around new developments and in particular neighbourhoods as in Haringey for example.*

**Response** : External funding is sought whenever possible, this is evident in the work being undertaken in the development of Deptford and the improvements being made to Frankham Street.

## **Cycling for children and young people**

5.2 *The select committee identified a need for and recommends better co-ordination and management of school travel plans operating across Lewisham.*

**Response.** Our 3 year programme is carefully planned and meeting targets agreed by both the DfT and TfL who jointly fund the programme. We have taken an holistic approach to the implementation of school travel plans, safer routes to school and 20 mph zones. Transport officers from cycling, school travel planning and traffic engineering work closely to achieve this.

5.3 *The select committee recommends that the council should actively promote, support and encourage schools to implement their own walking bus schemes.*

**Response:** The School Travel Plan team actively promote and encourage walking bus schemes. A Walking Bus workshop was held in March 2008 which 4 schools attended. Thirteen schools in Lewisham were successful in securing funding from central Government in 2007 to set up walking buses. Eleven schools secured funding of £3,000 over a three year period (£1,000 per year) and two schools secured £1,500 (£500 per year).

5.4 *The select committee note with concern that not all children in primary schools are provided with the opportunity for cycle training and recommend that this should be provided in all primary schools across Lewisham and that further efforts are made to encourage all primary schools to take up the offer of cycle training for their year 6 pupils.*

**Response:** TfL funding will facilitated external cycle trainers to undertake training in 30 schools this financial year. Three school holiday courses have been arranged for the summer school break. A further 12 schools will receive training by our road safety team, this will increase to all schools as soon as we have recruited to the two new cycle training posts. Recruitment was delayed due to the restructuring of the Transport division.

5.5 *Members commend the achievements at Monson School and Ashmead School, where they have taken the opportunity to tap into funding offered to Lewisham via TfL and CTC to train school staff to carry out their own in-house cycle training within the schools. It is recommended that the council promotes this achievement as a model to be emulated across all schools in the borough.*

**Response:** Although we actively support schools who wish to train their own staff this is predominately to facilitate training within their own school. To use external funding in this way is not cost effective. The road safety team are applying for the cycle training offered by the council to be accredited, this will result in all children being given the same level and standard of cycle training and will be offered to all school across the borough.

5.6 *The committee also recommend that officers work with private schools within Lewisham and with neighbouring local authorities to reduce car use for school runs.*

**Response:** Our current funding programme does not include school travel planning within private schools. However, we frequently offer advice and support. Further investigation is required on the implementation of travel plan in private schools.

5.7 *It is recommended that cycling is included as part the curriculum from year two, to help make cycling the norm for young people in the Borough.*

**Response:** This would probably have to be agreed nationally and through the Departments of Education, Transport and Health, or to be incorporated into the sports or physical education curriculum.

5.8 *Members recognise the need for greater enforcement to ensure that all road-users follow the Highway Code and would like to see Lewisham Police direct greater resources into tackling irresponsible driving and cycling.*

**Response :** This should be addressed by the police, possibly through the borough /police liaison committee?

5.9 *The committee welcomes holiday cycling schemes, but would like to see them more widely advertised and expanded to enable a much larger number of children to participate. Longer, organised bike rides to places of interest could also be incorporated into summer schemes, to encourage young people to cycle for pleasure. In addition, there is a need to further emphasise in the Lewisham Physical Activity Sport and Leisure Strategy, the holistic promotion and development of cycling as a fun, leisure pursuit, a healthier way to travel, and in terms of a pathway of progression in the sport from beginner to excellence levels.*

**Response :** The cycling officer is working with Sport and Leisure to seek funding to encourage more adults into cycling

5.10 *The select committee recommends that a competition is introduced for schools in Lewisham, perhaps as part of the Clean & Green Schools Awards, for the school which a) adopts the 'greenest travel plan', has the most innovative and effective scheme to promote walking and cycling, or b) the school which achieves the biggest modal shift in a year.*

**Response:** There are eight themes in the Clean & Green Schools Awards of which transport falls into theme four. The criteria for these awards are similar to that of school travel plans.

All of our school travel plans are now measured against the criteria for the TfL's Accredited Scheme introduced in 2007 which recognise and reward schools that embrace travel plan implementation and development. Schools can achieve three standards, bronze (sustainable level), silver (higher standards level) and gold (outstanding level).

The scheme is designed to ensure a long term commitment to sustainable travel planning in our schools. All schools are now working in conjunction with the scheme and are actively encouraged to ensure their travel plans match the required criteria and include innovative and effective projects to achieve the standard. TfL select the schools to receive the accreditation and last year Myatt Garden Primary, received a bronze accreditation. This year 25 – 30 of our schools will be submitted to TfL for selection.

### **Cycling for adults**

5.11 *The select committee recommend the expansion of adult cycle training and that sources of funding such as TfL are actively targeted. Such training should ideally be free and should be actively promoted, for example in Lewisham Life magazine.*

**Response :** Following the success of the London to Brighton bike ride competition held at the Sustainability fair earlier this year, 75 cyclists which formed '**Team Lewisham**' completed the London to Brighton Bike Ride. It is envisaged that good press coverage will be given to commend the teams' effort in Lewisham Life and The Works. Lewisham's road safety officers facilitated cycle training and accompanied rides to help with the training and advice on the run up to the London to Brighton ride. Due to the positive response from cyclists taking part, the sessions will continue throughout the year. Articles on cycling will be included in future editions of Lewisham Life. The take up rate of adult cycle lessons are increasing. Materials are currently being designed to promote '**two hour free lessons**' on offer to any adult who lives, works or studies in Lewisham.

5.12 *The select committee would like to see more Lewisham teachers train to be accredited cycle trainers who can then run in-school cycle training programmes, such as the successful programme at John Ball school in Blackheath. However, the committee also recognised the risk to Lewisham in investing in training up staff who then leave the borough. A London-wide scheme to train more teachers up as accredited cycle trainers or giving student teachers the opportunity to become accredited cycle trainers as part of their teacher training programme, could help to mitigate this.*

**Response :** John Ball school applied for separate external funding from TfL to facilitate training for Tom Crispin one of the teachers at the school. This was not paid for via Transport's TfL funding.

5.13 *With regards to workplace travel plans, the select committee recommends that a degree of competition is introduced among employers in Lewisham, perhaps as part of the existing BEE awards, to encourage employers to achieve a substantial reduction of car use through workplace travel plans. It is noted that SELTRANS leads on workplace travel planning and is funded by TfL so any additional costs could potentially be funded via SELTRANS.*

**Response:** Lewisham have been successful in obtaining funding from TFL to promote and develop voluntary workplace travel plans (WTP) with organisations in the borough. A WTP Conference was held in July 2007 and was attended by 12 organisations. A travel bag, oyster card holder and information on WTP was given to all attendees at the business awards on 3<sup>rd</sup> April 2008 to raise awareness and identify expressions of interest. The Sustainable Transport team have created a database of suitable organisations and are in the process of making contact to engage businesses to develop a travel plan. WTPs are in their infancy in Lewisham and there are not, as yet sufficient in number to introduce competition. Lewisham have been working in partnership with SELTRANS in developing voluntary WTPs. It is not possible to transfer any funding SELTRANS receive from TFL to an individual borough however they do provide resources e.g. leaflets, merchandising, officer time.

5.14 *The select committee recommends that the provision of workplace shower facilities for cyclists are stipulated in planning guidelines for new business units.*

**Response:** The town planning legal system does not usually refer to the internal facilities of a building such as showers. However, it is possible to make reference to the need for such facilities to encourage cycling and that developers should provide them. This would normally be a matter for supplementary planning documents. At present we do not have SPD on cycling facilities.

5.15 *The select committee also recommends that the Council does more to promote existing government schemes such as 'Cycle to Work', which allows employees to benefit from a long term loan of bikes and commuting equipment such as lights, locks and panniers completely tax free.*

**Response:** The 'Cycle to Work' scheme has been discussed at the Staff Travel Group forum. The response has been that Lewisham will not be participating in the scheme for the following reasons:

- A reduced pension contribution will be made by both the employee and the employer and this will affect an individual's pension when they retire.
- The Council already operate an interest free loan scheme to purchase a bicycle.

5.16 *It is recommended that more cycle racks are provided outside local facilities in the borough including shopping parades and health centres, to make it easier for cyclists to use local facilities.*

**Response :** There is an ongoing programme to implement cycle racks throughout the year and a budget allocation to Lewisham every year. It is noted with CTC and LCC that cyclists can contact the cycle officer, who will consider to requests to implement cycle stands. Councillors have been extremely helpful in this area, with their local knowledge of businesses who request them outside cafes restaurants and other facilities.

5.17 *The select committee recommends an assessment should be undertaken of how bike stations could be rolled out, so that Lewisham would be in a position to take advantage of and facilitate such a scheme.*

**Response :** The cycling Officer is part of a steering group dealing with the future publication of guidance towards implementing cycle parking on a large scale, and the cycling officer will contact the cycling school of excellence to determine if an assessment exists

5.18 *It is recommended that the off-road cycle routes in Lewisham e.g. LCN 21 and along Waterlink Way (WLW), are promoted more widely, particularly as an ideal route for family bike rides and a way of seeing Lewisham's green spaces. The select committee urges the Mayor and Cabinet to look for all possible funding sources to complete the WLW cycle route by bringing the WLW through the Wearside Depot along the River Ravensbourne to Ladywell Park.*

**Response :** Funding is being sought as part of the annual spending request to TFL for promotional material for the Waterlink Way, The route through the depot envisaged this being achieved as a longer term aim associated with development. Officers are still investigating and pursuing elements of the route which involves discussion with external parties such as the environment agency and network rail, and there are a number of issues to overcome in both legal and technical terms. There is also the issue of both safety and security of cyclists in having a cycle route running thorough an operational depot, and maintaining security of the depot. As this involves development, legal agreements and permissions, it is not envisaged that this will be a short term scheme .Once these issues become clearer it will be for Mayor and Cabinet to consider the issues involved and decide whether to proceed with the scheme.

5.19 *While recognising current budget constraints, the committee recommends that the Mayor examines the level of staffing within the newly restructured team, particularly to promote cycling and implement schemes, and considers whether there is a need for more staff in Lewisham's sustainable development transport team.*

**Response:** The cycling officer role was established to help promote cycling and bid for TFL funding for works on the ground. Scheme implementation are developed via our engineering design team and officers allocated as work streams are identified.

### **Walking and the physical environment**

5.20 *Members requested that the soon to be published Streetscape Guide for Lewisham should be considered by the Sustainable Development select committee at a future session to consider any additions or amendments, in particular with reference to cycle scheme design.*

**Response** We are currently reviewing the latest Streetscape guide draft to ensure that it is up to date and includes:



- Recently agreed proposals including palette of materials for schemes at Deptford, Kender Triangle and Sydenham.
- Emerging documents relating to cycle and walking scheme design.

5.21 *The committee acknowledge the work planned for the Kender Triangle and Sydenham High Street to make the areas more pedestrian friendly and recommend that if they are proven to be successful, funding should be sought for similar schemes in other areas across the borough.*

**Response:** TfL, the New Cross Gate NDC and Lewisham council have been developing a Streets for People scheme for the area known as the Kender Triangle area. The scheme aims to make the area previously dominated by traffic into a more liveable area. This is made possible by the removal of the one way system at Besson Street /Kender street, currently part of the red route but soon to return to the borough as borough roads.

The Sydenham road scheme has to meet the needs of a wide range of users, from shoppers to those passing through. The overall goals are to enhance the street environment , improve the quality of the route to Sydenham station, improve the environment, reduce the dominance of vehicles , improve walking and make the streets more cycle friendly.

While neither of these schemes has yet been implemented, the schemes will be evaluated against their overall objectives

5.22 *The select committee believes that the benefits of a 20mph safety limit should, where practicable, be extended to all residential roads in the Borough. It notes that the Mayor of London is to carry out a feasibility study for introducing a 20mph limit on all roads in London and recommends that the Mayor of Lewisham bids for Lewisham Borough to be a pilot for this. The committee believes that 20mph limits could be achieved using signage rather than physical features, and that all opportunities to secure the necessary funding for this, such as from TfL for being a pilot borough for a London-wide scheme, are taken.*

**Response :** Lewisham has eighteen 20mph zones with one currently being implemented and another due to be introduced in the coming year. 20 mph zones are introduced on the basis of accident reduction and are funded by Transport for London

Approximately 58% of the borough is covered by 20mph restrictions. We are encouraged by the positive impact they can have in both reducing speed and accidents as well as improving the quality of life in residential neighbourhoods.

The Committee recommendation in relation to 20mph zones limits was based on comments made by the previous Mayor. The new London Mayor has yet to make his views known on this , but officers will be looking carefully at any policy statements on this are and advise the Mayor of Lewisham on the implications of implementing further 20mph zones and specific 20mph limits where appropriate.

## **Planning issues**

5.23 *The select committee believes that the Council should continue to promote low or zero car developments, particularly in high PTAL (Public Transport Accessibility Level) areas and the provision of car club spaces ought to be encouraged as an alternative.*

**Response :** Lewisham will continue to promote, support and encourage low or car-free developments, particularly in locations with good or excellent public transport accessibility levels and in CPZs, where any impact can be mitigated through restrictions in permit acquisition.

Car clubs offer a credible alternative to private car ownership and the associated requirement for parking provision. Lewisham will continue to actively encourage the provision of car club spaces in or adjacent to new developments as a complementary element of sustainable development.

*5.24 When considering planning applications, officers should take into account the positive benefits of other modes of transport available in a site to assess the requirement for parking provision. Subject to DDA requirements (Disability Discrimination Act), a very high PTAL rate, coupled with appropriate design, should assume low or zero parking provision.*

**Response :** In accordance with national, regional and local planning policies/guidance, the location of all forms of development and the traffic and people movement associated with that development is a key consideration for officers. In line with the Parking strategy in the London Plan, officers seek to develop walking and cycling, while keeping car parking to a minimum (conditional on DDA parking requirements).

Lewisham officers will also continue to support low or car-free developments in locations with good public transport accessibility and close proximity to a wide range of facilities (i.e. town centres). In such locations, reduced parking provision can have a beneficial impact, as the number of people who can meet most of their daily needs without the need for a car is increased

*5.25 The select committee recommends that car club provision should be included in new developments, for example where developments of 30 or more homes are proposed this should automatically include car club parking provision.*

**Response :** Car clubs help implement sustainable approaches to parking. In more accessible locations, particularly town centres and public transport interchanges.. Car clubs ensure that low car parking provision can be made, without denying people access to the benefits of a private car.

All proposals are considered on their merits, where developments of 30 or more units are proposed in locations with good public transport accessibility, car club provision would be encouraged

*5.26 The select committee recommends that the council continues to bid for funding from TfL for on-street car club parking and recommends that off-street car club provision is included in the Local Development Framework.*

**Response:** Lewisham have been successful in securing funding from TFL to expand the on-street car club operation during 2008-09. There are two bays ready to be implemented in Central Lewisham as soon as approval is received for the use of traffic signs from Department for Transport. New car club bays will be identified following consultation with residents in proposed CPZ areas and those that are either being reviewed or extended.

### **Off Street Local Development Framework**

*5.27 The select committee recommends that the council maintains a strong preference for a single provider for a car club operator in order to build the capacity before encouraging other car club companies to set up in Lewisham, whilst being mindful of a longer term monopoly.*

**Response:** Lewisham currently have an informal partnership working relationship with Streetcar to provide car club vehicles in the borough. Whilst the operation is being established and developed it is appropriate to continue with one provider until the concept of car clubs and how they operate is familiar to individuals. We will continue to assess the situation and will engage the appropriate procurement procedures when the operation is at a suitable level. Streetcar have been actively promoting the scheme by handing out leaflets in Lewisham Town centre

*5.28 It is recommended that car clubs use standardised signage across the borough to be easily identified.*

**Response:** Lewisham will be using the car club sign recommended by the Department of Transport, this will result in consistency across London.

*5.29 To promote the car club scheme, the select committee recommended that editorial features are encouraged to be included in Lewisham Life to promote Street Car in Lewisham and highlight the benefits including that the car club will pay for the use of your driveway as a parking space for car club vehicles.*

**Response** An advertisement promoting car clubs and Streetcar was placed in the March 08 edition of Lewisham Life, funded by Transport for London. The inclusion of an editorial feature can be investigated with our communications department. In our opinion, any private business arrangement between a car club and an individual receiving payment for the use of their driveway should not be endorsed or promoted by the Council.

The Council are already supporting the car club operation by providing spaces in our car parks and have just introduced two on-street designated car club bays. We have included background information on car clubs in our CPZ consultation documents and have included a section to extract views/attitudes in the response. This will give a good indication to the views residents/businesses have on the provision of car club bays in any given area. If residents agree, we will implement a car club bay in the area. However, it must be noted that a car club company will only provide a car club vehicle if it is being fully utilised. The car club vehicle could be removed at any time if the vehicle is being under utilised. It is therefore essential we gauge the views of residents/businesses before implementing this type of parking bay.

*5.30 The committee note and encourage that the council moves to using car clubs as opposed to paying mileage allowance to staff for casual car use during work.*

**Response:** The Council are looking to introduce a pilot scheme for using car club vehicles for business use for a period of six months.

The pilot scheme will be reviewed and expanded to other council departments if financial viable.

## **6. Financial Implications:**

6.1 The Sustainable Development Select Committee has suggested a number of initiatives for consideration.

6.2 Many of these initiatives are already in operation and are either being funded through TFL or existing revenue resources.

6.3 Where possible all existing sources of external funding are being sought, in particular from TFL, to expand or develop new initiatives. Existing revenue resources are utilised where most effective and following value for money principles.

6.4 Before any additional council funding is utilised a value for money exercise will need to be carried out and the requirement would need to go through the annual growth bids process.

**7. Crime and Disorder Implications**

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

**8. Equalities Implications**

There are no equality implications arising from this report.

**9. Environmental Implications**

There are no specific environmental implications arising from this report.

**10. Legal Implications**

There are no legal implications arising from this report.

**11. Further Information**

11.1 For further information please contact the originator of this report - Lesley Brooks on 0208 3142126.

**BACKGROUND PAPERS**

Report to the Sustainable Development Select Committee February 2008 – available from the Scrutiny Section 0208 3147443