

**Chief Officer Confirmation of Report Submission  
Cabinet Member Confirmation of Briefing**

Report for: Mayor

Mayor and Cabinet

Mayor and Cabinet (Contracts)

Executive Director

Information

Part 1

Part 2

Key Decision

<input type="checkbox"/>
√
<input type="checkbox"/>
<input type="checkbox"/>
√

Date of Meeting

14 March 2007

Title of Report

Adoption of the Local (Transport) Implementation Plan

Originator of Report

Ian Plowright

Ext.7209  
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At the time of submission for the Agenda, I confirm that the report has:

Category	Yes	No
Financial Comments from Exec Director for Resources	√	
Legal Comments from the Head of Law	√	
Crime & Disorder Implications	√	
Environmental Implications	√	
Equality Implications/Impact Assessment (as appropriate)	√	
Confirmed Adherence to Budget & Policy Framework		
Risk Assessment Comments (as appropriate)		
Reason for Urgency (as appropriate)		

Signed: \_\_\_\_\_ Executive Member

Date: \_\_\_\_\_

Signed: \_\_\_\_\_ Director/Head of Service

Date \_\_\_\_\_

**Control Record by Committee Support**

Action	Date
Listed on Schedule of Business/Forward Plan (if appropriate)	
Draft Report Cleared at Agenda Planning Meeting (not delegated decisions)	
Submitted Report from CO Received by Committee Support	
Scheduled Date for Call-in (if appropriate)	
To be Referred to Full Council	

## MAYOR & CABINET

<b>Report Title</b>	Adoption of the Local (Transport) Implementation Plan		
<b>Key Decision</b>	Yes		Item No. 6
<b>Ward</b>	All		
<b>Contributors</b>	Executive Director For Regeneration		
<b>Class</b>	Part 1		Date: 14 March 2007

### 1. Summary

- 1.1 The report (and appendix):
- inform the Mayor and Cabinet of the London Mayor's approval of the Lewisham Local Implementation Plan (LIP);
  - list further amendments to the Local Implementation Plan requested by the London Mayor and Transport for London
  - recommend that the Mayor adopt the Local Implementation Plan.

### 2. Purpose

- 2.1 The report returns the Local Implementation Plan to the Mayor and Cabinet for adoption, following its approval by the London Mayor. (The LIP, as submitted to / approved by the London Mayor and recommended to the Mayor for adoption, is at <http://www.lewisham.gov.uk/TransportAndStreets/ConsultationPolicy/TransportPolicy/LocalImplementationPlan.htm> along with the Environmental Statement and Report.)

### 3. Recommendations

- 3.1 The Mayor is recommended to:
- i) Agree to the changes to the Local Implementation Plan requested by the London Mayor and TfL as set out at appendix 2 to this report.
  - ii) Adopt the Local Implementation Plan with the structural changes described at paragraphs 6.1 and 6.2 of this report.
  - iii) Authorise the Head of Transport to make other minor non-material amendments to the Local Implementation Plan described at paragraph 6.3 of this report prior to publication.
  - iv) Approve the LIP Environmental Statement and the Environmental Report forming part of the Statement.

## 4. Policy Implications

- 4.1 The Greater London Authority Act 1999 requires the London Mayor to prepare a number of strategies including a Transport strategy. The same Act requires each London borough council to prepare a plan (a Local Implementation Plan) to implement the Mayor's Transport Strategy (MTS) within its area. The Mayor and Cabinet approved:
- a consultation draft of the Lewisham LIP on 27 April 2005
  - a revised draft LIP (for London Mayor approval) on 22 February 2006.
- 4.2 The Policy implications of the LIP are broad. Chapter 3 of the LIP highlights the fact that the means by which we travel or otherwise achieve access, have environmental, social, health, and economic consequences. Similarly, access being denied can have economic and social consequences. The draft LIP emphasises that the Council's implementation of the Mayor's Transport Strategy has to work with and support the wider objectives, policies and actions established locally *"through a variety of plans including the Corporate Plan, Development Plan, Community Plan, Neighbourhood Renewal Strategy and the Air Quality Management Action Plan"*. The LIP seeks to reflect, and support these and other local plans.
- 4.3 The London Mayor's Transport Strategy has a broad spectrum of policies and proposals. The London Mayor's / TfL's guidance on LIP preparation drew out approximately one hundred of those policies and proposals, setting out how councils are required to respond to each. Consequently the Lewisham LIP covers an equally wide spectrum.
- 4.4 Chapter 1 and 2 of the LIP provide the context to LIP proposals and policies appearing later in the document. Part A of Chapter 3 provides a description of the broader local policy context and the LIP's linkages with it, emphasising the importance of 'Town Centres' in delivering many of the London Mayor's sustainable transport objectives. The chapter outlines the action the Council is undertaking or proposing at each of the district and major centres. Part B of Chapter 3 provides the Council's response to Transport Strategy proposals and policies relating to "Making London a Fair City" and "Making London a Green City", including "Air Quality", "Noise", "Open Space", "Biodiversity", "Waste" and "Health".
- 4.5 Chapter 4 of the LIP presents the Council's proposals in response to Transport Strategy policies and proposals relating to "London Underground", "DLR", "National Rail", "Buses", "Streets", "Car Users", "Walking", "Cycling", "Freight", "International Links", "River Thames", "Taxis", "Community Transport" and "Accessible Transport". The "National Rail" section indicates stations for which the Council may submit requests to TfL for funding to improve the street environment

around them and access to them (i.e. stations along the planned East London Line extension, Deptford and Deptford Bridge stations (part of the “Deptford Links” proposals) and Catford/Catford Bridge.

- 4.6 The LIP also incorporates the:
- Parking and Enforcement Plan
  - The Road Safety Plan
  - School Travel Plan Development Strategy

## **5. London Mayor Approval and Recommended Changes**

- 5.1 The London Mayor approved the Lewisham LIP on 23 November 2006. TfL wrote to the Council on the 14 December thanking it for its efforts preparing ‘a *strong LIP*’. The letter confirmed that all aspects of the London Mayor’s LIP guidance which ‘must’ be addressed, had been addressed within the revised draft Lewisham LIP. It also listed a few ‘encouraged’ aspects of the guidance considered not to have been fully addressed. These are at appendix 2 of this report with a recommendation as to how each be addressed.

## **6. Other Changes to the LIP**

- 6.1 Beneath each of the London Mayor’s Transport Strategy policies and proposals set out in the draft LIP, the relevant section of the LIP guidance was also quoted. This was to help the reader understand why the draft LIP responded to a Strategy policy or proposal in the manner it did. The officers report presenting the consultation draft LIP to Mayor and Cabinet on 27 April 05, stated that it was proposed to drop the guidance quotes from the final adopted LIP. It is recommended that these guidance quotes are not included in the adopted LIP, making it a shorter document.
- 6.2 When presenting the revised draft LIP to Mayor and Cabinet on 22 February 2006, the officers’ report highlighted a TfL consultation comment relating to the Parking Plan. TfL had suggested that the Parking Plan should not be referred to as a ‘chapter’. Rather it should stand alone for ease of updating. The officers’ report to Mayor and Cabinet suggested that there are similar benefits in many of the other chapters being separated out. The revised draft LIP recommended for approval and submission to the London Mayor, however, kept the same structure employed in the consultation draft. This was to aid those in TfL assessing the revised draft LIP. The officers report suggested that when the LIP is adopted, those chapters beyond chapter 4 should become appendices to the LIP. This is to make:
- the ‘core LIP’ a much slimmer document (and hopefully more accessible); and
  - revision of the Parking Plan, Road Safety Plan etc easier. (Indeed, officers are currently preparing a revised Parking Plan

with a view to it being recommended to Mayor and Cabinet in the near future).

- 6.3 Making the changes described above will necessitate changing references to some LIP chapters into references to LIP appendices, and changing certain references to page numbers etc. Text in the draft LIP describing the above proposed changes at adoption, will also need to be removed. Also, It is likely that in the final proof reading prior to publication, some typographical or referencing errors may also be picked up. Thus it is recommended that the Head of Transport be authorised to make minor non-material amendments prior to publication.

## **7. Financial Implications**

- 7.1 Appendix 1 to this report shows the draft financial summary that was agreed by Mayor and Cabinet in February 2006 and sent to the London Mayor as part of the Council's 2007/8 LIP.
- 7.2 Guidance issued by Transport for London identified the mechanism for the annual updating of the LIP. These changes are indicated in appendix 2, and no financial implications arise from these.
- 7.3 The 2008/9 funding submission is due to be an agenda item for the Mayor and Cabinet in May. It is proposed to submit a revised resources statement for 2007/8 at this time updating the original draft finance and resource statement to reflect this annual LIP update.

## **8. Legal Implications**

- 8.1 The Greater London Authority Act 1999 requires the Council to have a LIP in place, and also gives the London Mayor powers to compel the Council to comply with that duty, which include the ability to impose a LIP on the Council. The Act effectively requires the Council's LIP to be consistent with the Mayor's transport strategy because, in preparing its LIP, the Council must have regard to the Mayor's strategy and any guidance issued by him on this issue.
- 8.2 The effect of Strategic Environmental Assessment legislation is that, in deciding whether to approve the LIP, Members need to take account of the environmental impacts the LIP will have. Members will note that the outcome of the original Strategic Environmental Assessment process is described in paragraph 11 of this report. Officers are of the view that the changes required by the London Mayor referred to in Appendix 2 do not materially affect the outcome of that.
- 8.3 The various Functions & Responsibilities Regulations which regulate local authority Executive arrangements make clear that adoption of the

LIP (as a plan or strategy for the purposes of those Regulations) is a function of the Mayor and Cabinet. It follows that (except in situations where the London Mayor is exercising his powers of compulsion), the LIP does not have formal status until Mayor and Cabinet resolve to adopt it.

## **9. Crime and Disorder Implications**

- 9.1 The LIP reports that many residents feel concerned about being in certain locations after dark and that the Borough's train stations appear to be a particular cause for concern. The 'National Rail' section of draft LIP Chapter 4 is used to set out many of the Council's actions relating to safety and security at rail stations and more widely in the public realm.

## **10. Equalities Implications**

- 10.1 The development of the draft LIP was subject to a parallel process of Equalities Impact Assessment (EqIA) employing the Council's adopted 'toolkit'. That process influenced the content of the draft LIP. A fuller summary of the EqIA was included in the report to Mayor and Cabinet on the 27 April 2005. The Equalities Impact Assessment is chapter 5 of the LIP (recommended to become an appendix to the adopted LIP).

## **11. Environmental Implications**

- 11.1 The preparation of the LIP is considered to fall under the Environmental Assessment of Plans and Programmes Regulations 2004, which applies the Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment. As such the preparation of the LIP is subject to a parallel process of Strategic Environmental Appraisal (SEA). The draft of the LIP was accompanied by an Environmental Report for consultation, which:
- describes the consideration of policy alternatives and predication of environmental effects; and
  - proposes a series of environmental objectives and a process of monitoring.

An outline summary of the Environmental Report was included in the report to Mayor and cabinet on 27<sup>th</sup> April 2005. TfL described the environmental report as '*very good*'.

- 11.2 At its meeting on the 22 February 2006, the Mayor and Cabinet agreed to the draft (LIP) Environmental Statement being approved by Head of Transport in consultation with the Deputy Mayor. The Environmental Statement is to be read in conjunction with the Environmental Report. Both were submitted to the London Mayor as part of the LIP approval process.

## **Background Papers**

The Environmental Assessment of Plans and Programmes  
Regulations, 2004

Mayor's Transport Strategy Local Implementation Plan Guidance,  
London Mayor/TfL, 2005

Letter from Head of LIPs and BSP, TfL Borough Partnerships, 14  
December 2006



## Appendix 2: Changes to the LIP sought by TfL along with recommended response

Issue	Change sought by TfL	Recommended response
<b>Target 1: Road Safety</b>	<p>Following formal adoption by the Mayor of London, the revised Road Safety target requires addressing and is requested.</p>	<p>The Mayor's LIP Guidance set this target as:</p> <ul style="list-style-type: none"> <li>• <i>A reduction of 40% in numbers killed and seriously injured (KSI) by 2010 compared with 1994-1998 overall and separately for pedestrians, cyclists and motorcyclists.</i></li> <li>• <i>A reduction of 50% in the number of child KSIs.</i></li> <li>• <i>A reduction of 10% in the slight casualty rate per 100M vehicle kms.</i></li> </ul> <p>In January 2006, the London Mayor revised this to:</p> <ul style="list-style-type: none"> <li>• <i>A reduction of 50% in the number of people killed and seriously Injured by 2010 for all road users and also separately for pedestrians and cyclists.</i></li> <li>• <i>A reduction of 40% in the numbers of motorcyclists killed seriously injured by 2010.</i></li> <li>• <i>A reduction of 60% in the number of children killed or seriously injured by 2010</i></li> <li>• <i>A reduction of 25% in the slight casualty rate per 100 million vehicle kilometres by 2010.</i></li> </ul> <p>It is recommended that the references to this London Mayor Target in Chapter 9 (Performance Measures) of the LIP be updated as above.</p>
<b>Target 7: Modal Shift</b>	<p>2001 baseline data on mode share for Lewisham, setting out the proportion on each mode and by means other than the car is not included and is requested.</p>	<p>These data are available from the TfL owned LATS (London Area Transport Survey) 2001 Household Survey. It is recommended that these data be analysed the data and the results be included within Chapter 9 (Performance Measures) of the LIP.</p>
<b>Targets 12&amp;13: Walking &amp; Cycling</b>	<p>The number and rate of trips for walking and cycling are not provided and are requested.</p>	<p>Chapter 9 of the LIP gives these rates for the Eastern Subregion in which Lewisham sits. When the LIP was drafted, data were not provided below this level. The LIP states (page 9-13) <i>'Information on overall mode share for Lewisham is not available, but is not considered necessary as the target applies at the London-wide level'</i>. However, it is recommended that this sentence be removed and the TfL owned LATS (London Area Transport Survey) 2001 Household Survey data be analysed to obtain Lewisham figures and these be incorporated into Chapter 9 of the LIP.</p>

<b>School Travel Plans</b>	<p>A delay in TfL School Travel Plan (STP) feedback during LIP consultation meant that Lewisham was unable to react in time for the Final LIP. An updated STP incorporating TfL feedback is requested.</p>	<p>The annual report to TfL on LIP progress, includes a School Travel Plan Update report. It is recommended that this annual report be used to address as far as practicable and reasonable the comments referred to left.</p>
<b>Parking and Enforcement</b>	<p>Either a commitment to provide information relating to persistent evaders, with three or more outstanding Penalty Charge Notices (PCN), or a date when this may be available is requested. This information is usually available via a borough's notice processing system.</p>	<p>This same comment was made by TfL at the LIP consultation stage. Then the Mayor and Cabinet were recommended not to accept the comment. Council's that operate a clamping and removal system currently can not require payment of another authority's Penalty Charge Notices outstanding on a clamped or impounded vehicle. Thus there is little benefit in providing data to the persistent evaders database. The Council's current Penalty Charge Notice processing system does not readily provided data on persistent evaders. Considerable time and effort would be required to extract such data. However a new processing system is being procured that will easily provide such data. Thus it is recommended that a sentence be added to para 7.5.43 of the Parking and Enforcement Plan as shown below in italics  <i>'7.5.43 The Council is currently investigating possible sanctions for persistent offenders. Initially this is likely to take the form of possible vehicle clamping and removal. The Council currently does not have a vehicle pound to which clamped vehicles could be towed if necessary. The Council is looking to procure a new Penalty Charge Notice processing computer system in 2007/08 which will readily provide information on those who persistently evade paying Penalty Charge Notices. The Council will look to provide this information to the London-wide persistent evaders database.'</i></p>
<b>Transport Network Planning</b>	<p>A commitment to support TfL's Interchange Plan and reference to TfL's Interchange Best Practice Guide, or good practice accessibility guidelines are not included and are requested. Including the following wording would be sufficient:   "Lewisham is committed to working with TfL to improve interchanges, supports TfL's interchange Pan, and is also committed to following (e.g.</p>	<p>The LIP response to The London Mayor's Transport Strategy Proposal 4E.Pr 10, points out that there are only two stations in Lewisham in TfL's Interchange Plan, namely Deptford and Lewisham. The LIP sets out in some detail the Council's work to improve Deptford Station and the Lewisham Gateway proposals   The LIP response to The London Mayor's Transport Strategy Proposal 4C.Pr 11, states that:  'The East London Line Extension has been highlighted as an access improvement in support of the Olympic and Paralympic Games. The Council is keen to help make more</p>

Inclusive Mobility SRA Code - Train and Station Services for Disabled Passengers BS8300 etc) accessibility guidelines”.

stations along its route ‘access showcases’ akin to that at Canada Water, and proposes entering into discussions with TfL to develop a delivery strategy.

**LIP Policy 4C.1 The Underground: Accessibility of stations and trains**

*The Council will look to work with the London Mayor, TfL, the GLA, the LDA and other partners to deliver accessibility improvements to stations on the proposed East London Line Extension.’*

The London Mayor’s Transport Strategy Proposal 4E.Pr13 states: ‘**TfL will work with the SRA, Railtrack (Network Rail), the Train Operating Companies and the London boroughs to identify and implement a London-wide programme of improved accessibility of National Rail stations, including the establishment of a core network of accessible stations. (The programme should be agreed by the end of 2002.)**’

The LIP response to this proposal includes:

‘The Council’s approach to improving accessibility at rail stations mirrors that of improving safety and security at stations. Whilst the Council encourages (and where it can assists) train operating companies and infrastructure owners to make access, safety and security improvements within stations, the general responsibility for such improvements lies with TFL London Rail/Network Rail/train operating companies. Outside of the stations, the Council works to improve the accessibility of the station environs and along links to the stations. However, such improvements are of limited value whilst stations and platforms remain inaccessible to some people with disabilities, particularly those using wheelchairs. The Council works with the train operators and infrastructure owners via the SELTRANS sub-regional partnership, to encourage access improvements to stations and to seek funding for such improvements.’ and

**‘LIP Measure 4E.4 National Rail: Accessibility** *The Council (subject to available funding) proposes:*

- *pursuing with its partners major access improvements at a number of stations including:*
  - *Lewisham*

		<p>– Deptford</p> <ul style="list-style-type: none"> <li>• exploring with TfL, LDA, SRA and others, options for making stations along the East London Line Extension accessible to people with disabilities</li> <li>and</li> <li>• generally seek to improve the accessibility of routes to stations.’</li> </ul> <p>The ‘Inclusive Mobility SRA Code - Train and Station Services for Disabled Passengers’ is (as the title suggests) directed at stations rather than the streets around stations. BS8300 relates to new buildings rather than the streets around those buildings.</p> <p>In the light of the above, addition of “<i>Lewisham is committed to working with TfL to improve interchanges, supports TfL’s interchange Plan, and is also committed to following (e.g. Inclusive Mobility SRA Code - Train and Station Services for Disabled Passengers BS8300 etc) accessibility guidelines</i>” is considered unnecessary and no change to the LIP is recommended.</p>																										
<b>Freight</b>	<p>A list of freight forum representatives is not included in the LIP and is requested. Populating and including the below freight contacts list would be sufficient to satisfy this issue:</p> <table border="1" data-bbox="353 991 1541 1273"> <thead> <tr> <th data-bbox="353 991 801 1027">Area</th> <th data-bbox="801 991 1021 1027">Name</th> <th data-bbox="1021 991 1285 1027">Phone number</th> <th data-bbox="1285 991 1541 1027">Email</th> </tr> </thead> <tbody> <tr> <td data-bbox="353 1027 801 1066">General Freight Issues:</td> <td data-bbox="801 1027 1021 1066"></td> <td data-bbox="1021 1027 1285 1066"></td> <td data-bbox="1285 1027 1541 1066"></td> </tr> <tr> <td data-bbox="353 1066 801 1147">Planning and Development (e.g. safeguarded rail depots)</td> <td data-bbox="801 1066 1021 1147"></td> <td data-bbox="1021 1066 1285 1147"></td> <td data-bbox="1285 1066 1541 1147"></td> </tr> <tr> <td data-bbox="353 1147 801 1187">Waste transport</td> <td data-bbox="801 1147 1021 1187"></td> <td data-bbox="1021 1147 1285 1187"></td> <td data-bbox="1285 1147 1541 1187"></td> </tr> <tr> <td data-bbox="353 1187 801 1228">Fleet vehicles</td> <td data-bbox="801 1187 1021 1228"></td> <td data-bbox="1021 1187 1285 1228"></td> <td data-bbox="1285 1187 1541 1228"></td> </tr> <tr> <td data-bbox="353 1228 801 1273">Environmental Health</td> <td data-bbox="801 1228 1021 1273"></td> <td data-bbox="1021 1228 1285 1273"></td> <td data-bbox="1285 1228 1541 1273"></td> </tr> </tbody> </table>	Area	Name	Phone number	Email	General Freight Issues:				Planning and Development (e.g. safeguarded rail depots)				Waste transport				Fleet vehicles				Environmental Health				<p>This comment was also made by TfL at the consultation stage. It was not accepted because any such details would quickly go out of date. However, it is recommended that the table be included with the LIP Finance and Resource Statement where it might more readily be updated.</p>		
Area	Name	Phone number	Email																									
General Freight Issues:																												
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<b>Directorate of</b>	<p>Details of schemes to provide real time information on traffic conditions and parking are</p>	<p>There are currently no proposals and so these can not be included.</p>																										

<b>Traffic Management</b>	not included and are requested.	
<b>Equality and Inclusion</b>	Proposals for the improvement of direction signage of accessible routes to assist mobility impaired people, especially in town centres and at other tourist attractions, are not included and are requested.	<p>Page 3-36 of Chapter 3 of the LIP introduces the ‘Legible Lewisham’ signing concept. It is recommended that the LIP text be amended to make clear that it would sign a network of accessible routes by adding the word ‘accessible’ as shown in italics below:</p> <p>‘In order to address the poor pedestrian connections and environment within Deptford, the Council proposes pursuing two allied concepts. The first is that of ‘Legible Lewisham’, a network of well-signed <i>accessible</i> routes to be established across the Borough starting in Deptford. The ‘Legible Lewisham’ concept is based on one drawn from Bristol, being a series of well designed, well maintained route signs incorporating high quality maps. Subject to the availability of funding, the Legible Lewisham concept is deliverable in Deptford in the short term.’</p>