

Overview & Scrutiny Committee

Thursday 8 July 2021

7.00 pm

Ground Floor Meeting Room G02A - 160 Tooley Street, London
SE1 2QH

Supplemental Agenda No.3

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5.	SCRUTINY REVIEW - REGENERATION (TRANSPORT FOR LONDON) To receive a presentation from a representative of Transport for London, in relation to transport on their assessment of transport infrastructure acting as a catalyst for regeneration along with information relating to potential transport developments that may have an impact on the borough. This forms part of the committee's scrutiny review of regeneration in Southwark.	1 - 17

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Date: 13 July 2021

8TH JULY 2021

LB South Scrutiny Committee

Delivering transport and
Good Growth in LB
Southwark

Chris Porter, TfL City Planning



1
Agenda Item 5

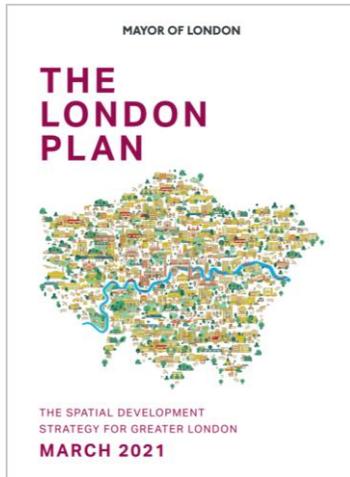


Contents

- 1 Why transport? The case for transport as a catalyst for Good Growth
- 2 Case studies (Canary Wharf and DLR network and Jubilee Line Extensions)
- 3 Focus on LB Southwark
- 4 Old Kent Road
- 5 Old Kent Road Healthy Streets
- 6 Bakerloo Line extension
- 7 Next steps



Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that is sustainable and benefits everyone



- By 2041, London's transport networks will need to cater for over **five million additional trips every day**. There is not enough capacity on the transport network to accommodate this growth if there isn't significant shift away from car use
- Improving **public transport capacity, connectivity and quality of service** will ensure that the transport network continues to **cater for London's growth**
- This '**good growth**' will ensure existing and new residents have **access to a range of social, cultural, economic and educational opportunities**, a key element in tackling inequality and improving quality of life. Delivering 'good growth' is at the heart of the Mayor's Transport Strategy (MTS) and the London Plan
- The **Mayor's Transport Strategy** has two outcomes that directly support good growth:
 1. **Transport investment** will **unlock** the delivery of **new homes and jobs**
 2. Where there are **new developments**, **active, efficient and sustainable travel** will be the best option
- The **Bakerloo Line Extension** is identified both in the London Plan and MTS, as well as the New Southwark Plan and Old Kent Road AAP as being **critical for unlocking growth**

Delivering 'Good Growth'

- Good land use planning enables the delivery of enhanced and **increased public transport and active travel** provision
- Transport services and infrastructure in turn shape the city through **enabling high-density development and liveable neighbourhoods** where people want to live and work

This is the 'cycle of Good Growth'



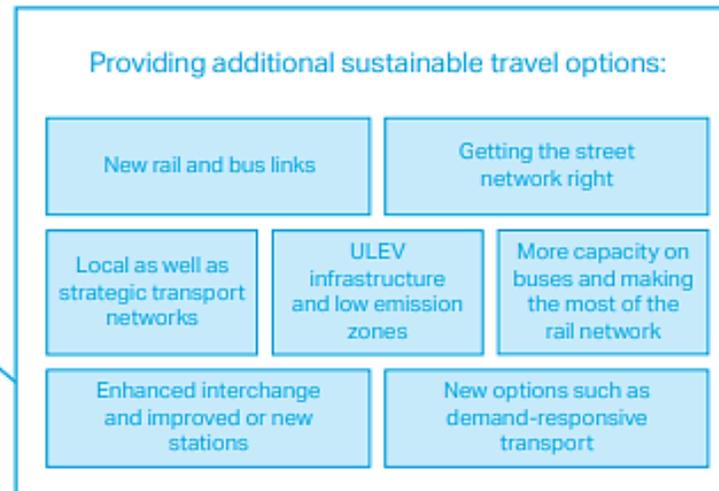
This shapes the city

Transport can direct where growth happens, unlock growth potential, deliver regeneration and enable high-density, less car-dependent development.



This shapes the type of growth

Land use planning can create high-density mixed-use places, embed active travel and support greater public transport use.



Transport plays a key role to influencing regeneration

- The cost of building is relatively similar across London but **not all places are equally appealing to investors for regeneration**
- People want to live in places where they are able to **travel quickly and reliably to their workplace, shops and local services**. They are prepared to pay a higher price to live in those locations.
- Businesses want **good connections between businesses and access to labour and customers** which drives agglomeration and increases productivity.
- This in turn makes the area **more attractive place to maintain and attract investment**.



Good quality, accessible urban realm and **Healthy Streets** increases the 'place-premium'.

Walking links are key to ensuring existing residents have **access to the benefits of regeneration**.

Urban realm and walking connections **increase footfall** in commercial spaces, and **improve safety** through natural surveillance.



New rail links can make parts of London viable places to **attract major investments in new homes and create jobs**.

These **high volume services** provide the capacity to **support major growth** sustainably.

The significant change in **transport connectivity and perceived permanence** of these investments **increases developer confidence** and lowers their risk.



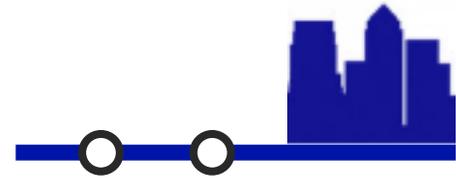
Improved **bus and cycle links** provide more options and access to a greater number of locations.

They enable **new and existing residents** to live, work and play locally.

They provide additional transport network **capacity to support developments**.

Case Study: Canary Wharf

Step changes in transport connectivity drives urban growth



1981



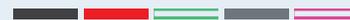
1987



1999



2021



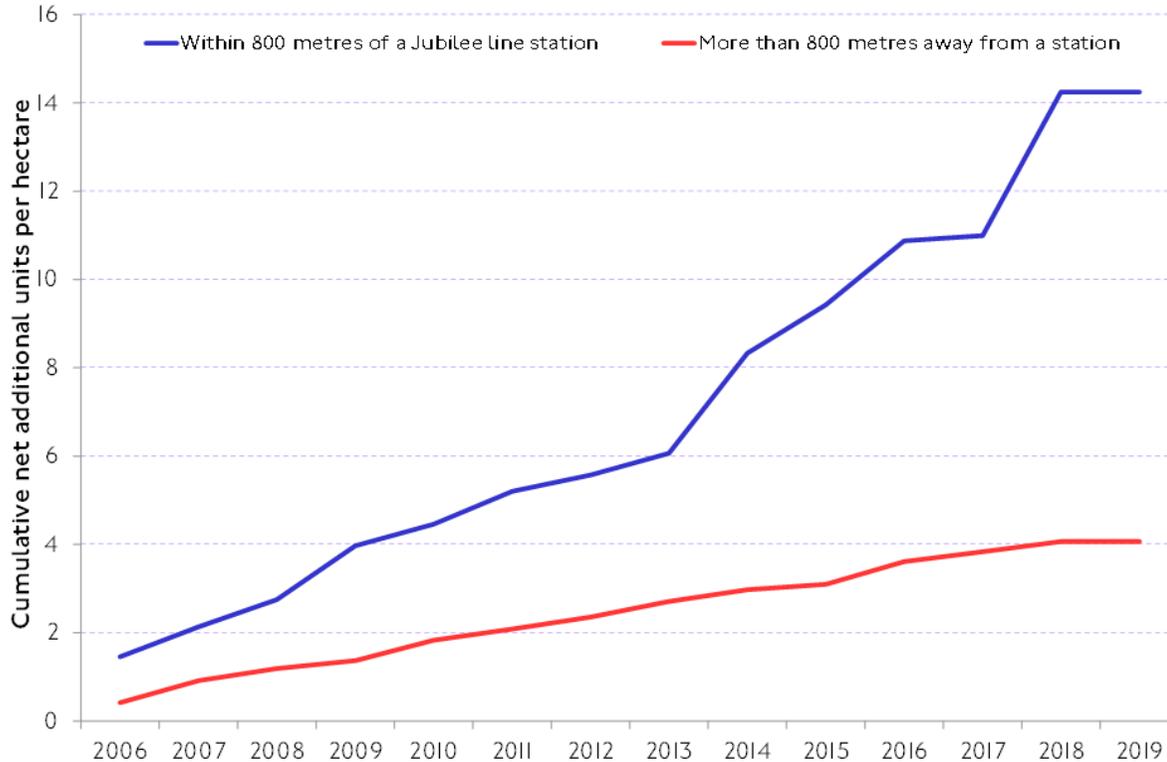
East London has seen rapid population and jobs growth, partly due to the dramatic improvements in public transport infrastructure and capacity in this part of London.

Transport links at Canary Wharf

-  New road links
-  Buses
-  DLR
-  Jubilee Line
-  Crossrail

Case Study: DLR network and Jubilee Line Extension

Unlocking growth potential through new rail links



Cumulative additional housing units per hectare in
LB Southwark, 2006-2019



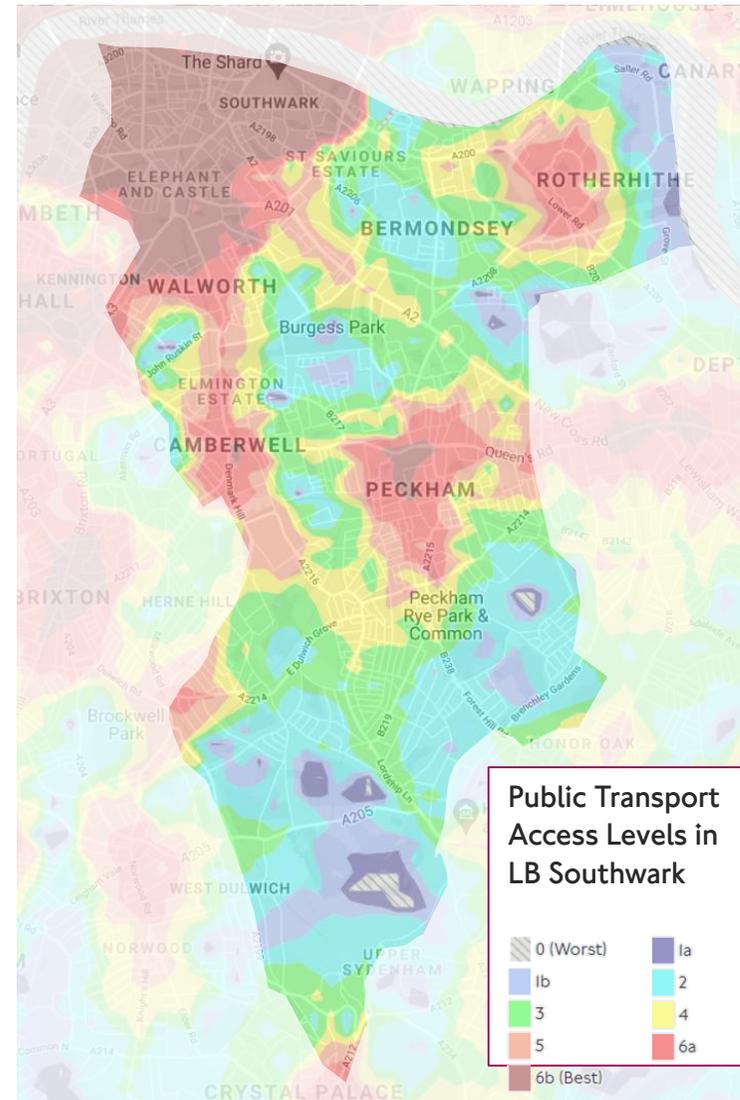
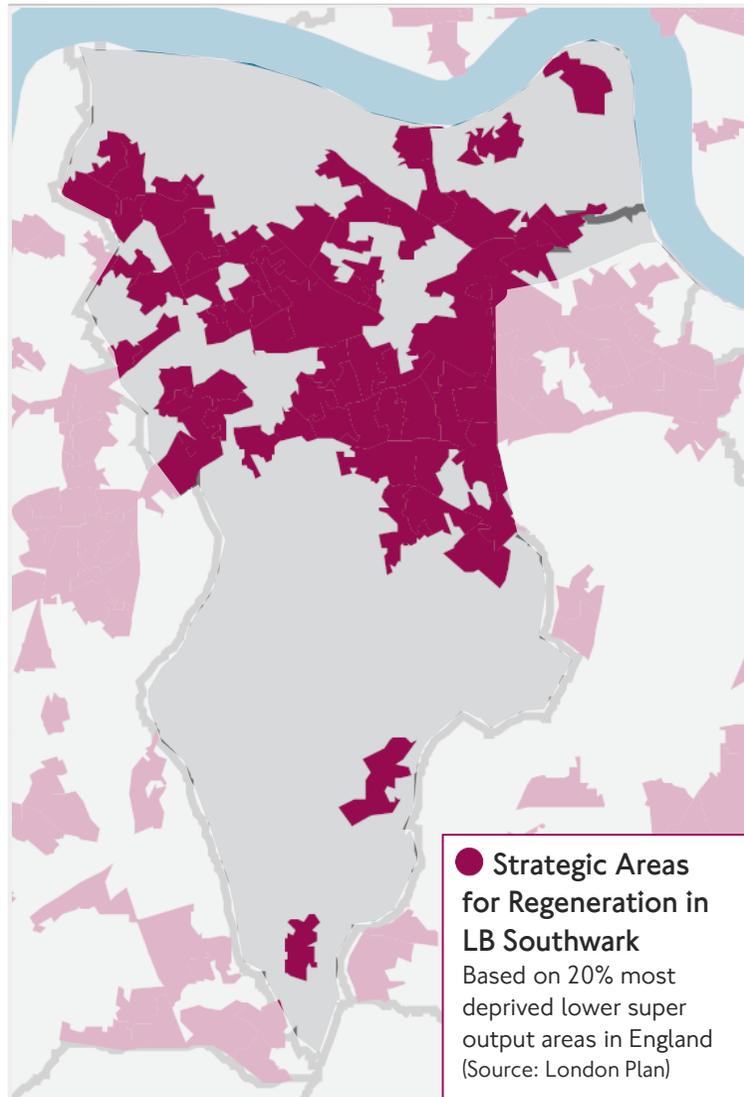
Housing growth along the DLR network and Jubilee line extension has been **concentrated within 800 metres of stations.**

In total, **21% of all net additional housing** built in London from 2006 to 2019 was built within 800 metres of stations on the DLR or Jubilee line extension.

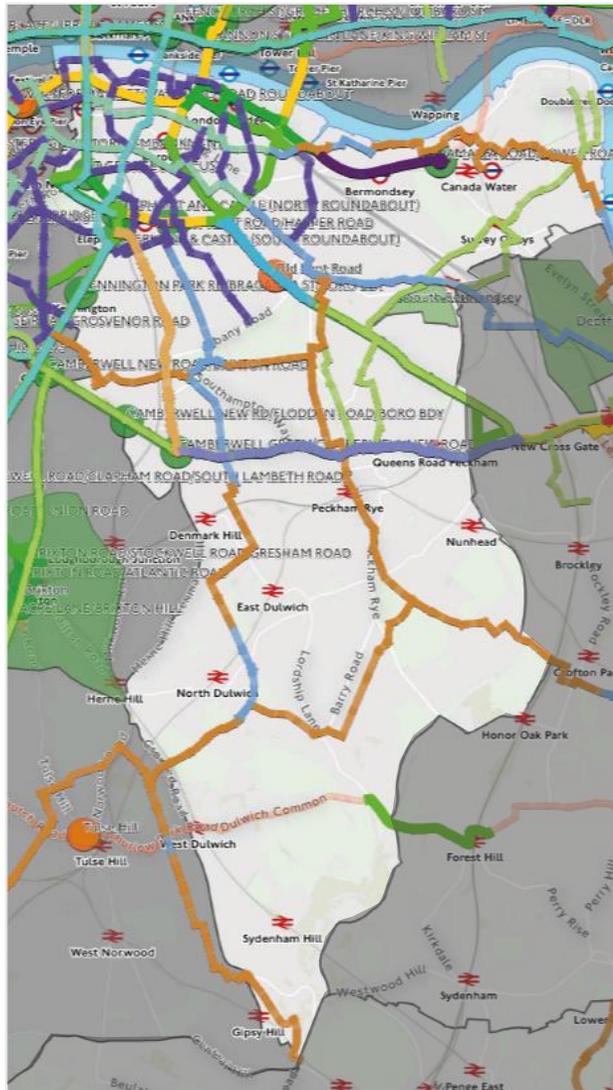
This equates to **over 81,500 homes** in London, the majority of which are found in **just four boroughs**: LB Greenwich, LB Newham, LB Southwark and LB Tower Hamlets.

In **LB Southwark**, the rate of **housing units per hectare delivered near Jubilee line stations** was **3.5 times higher** when compared to locations in the rest of the borough.

Increasing public transport connectivity is a catalyst for improving access to homes and jobs for both new and existing communities



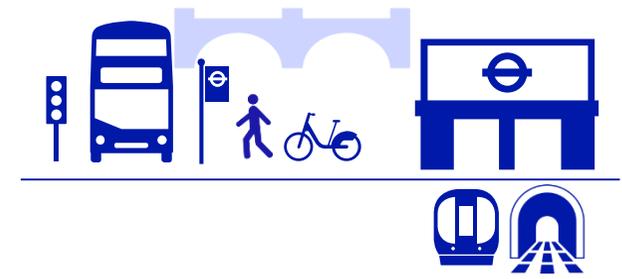
TfL are planning and delivering a package of transport improvements in Southwark to support Good Growth



- Safer Junctions Programme
- 20mph Existing / planned schemes
 - Existing 20 mph
 - Planned 20 mph
- 20mph Lower speed limit programme
 - Proposed lower speed limits
 - For further consideration
 - n/a
- Healthy Street Transformational Schemes
- Liveable Neighbourhoods
- Central London Cycle Grid
 - Existing
 - Proposed
- Cycle Future Routes
 - Consultation Complete
 - Pre-Consultation
 - Under Consultation
- Cycle Superhighways
 - Existing
 - Proposed
- Mini Hollands
 - Existing
 - Proposed
- Quietways
 - Existing
 - Proposed
- Central London Bus Grid
 - Connectors
 - Core Corridors
- Future Bus Corridors
 - Camberwell to New Cross corridor
 - Charlton - North Greenwich
 - Croydon to Bromley
 - Elephant & Castle to Camberwell Corridor
 - Heathrow to Croydon (X26)
 - New Cross to Deptford Bridge
 - Old Kent Road
 - Woolwich - Thamesmead - Abbey Wood Transit
 - Woolwich to Well Hall Corridor



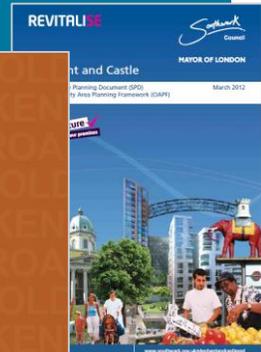
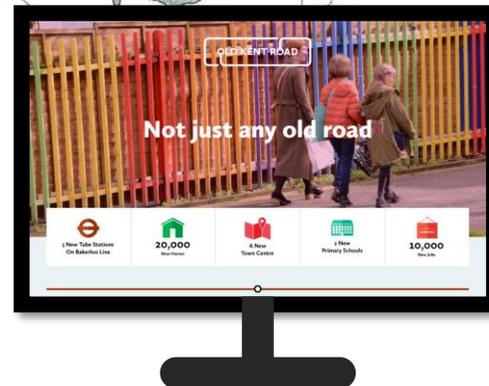
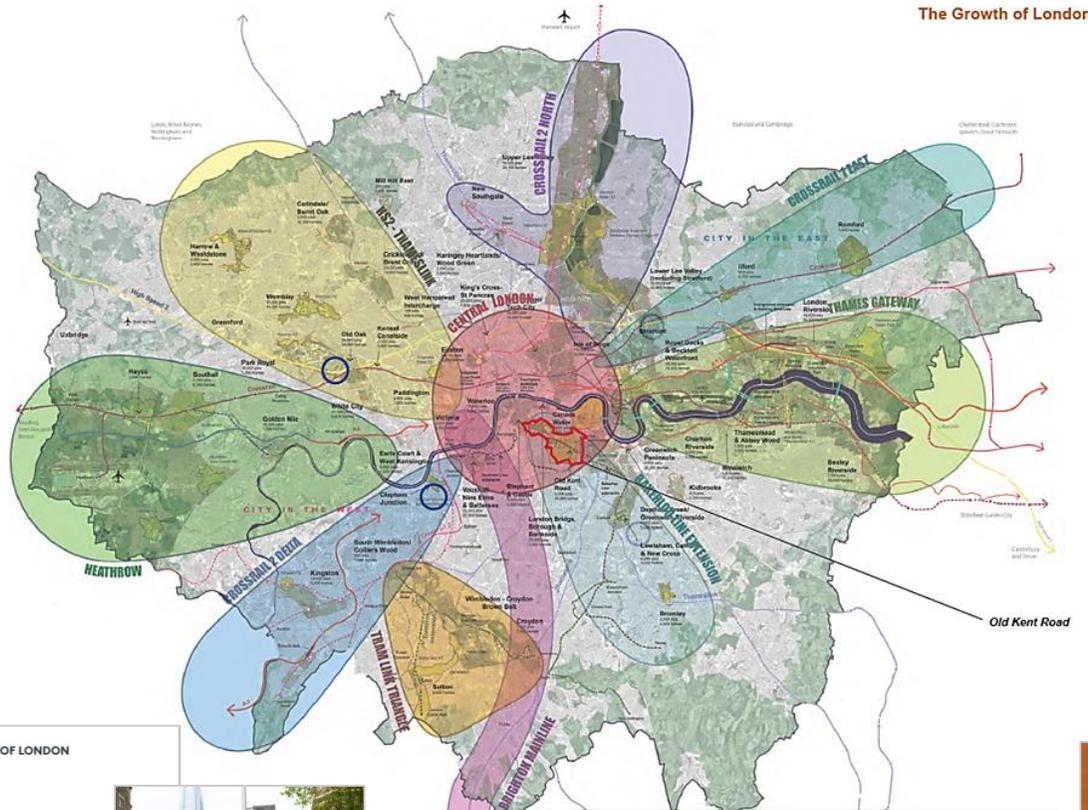
- Key**
- Tube Stations
 - Interchange Stations
 - ⊖ London Underground
 - ⊖ Docklands Light Railway
 - ⊖ London Overground
 - ⊖ National Rail
 - Existing Bakerloo line
 - Extended Bakerloo line
 - Proposed New Stations
 - Old Kent Road Opportunity Area
 - Lewisham, Catford and New Cross Opportunity Area



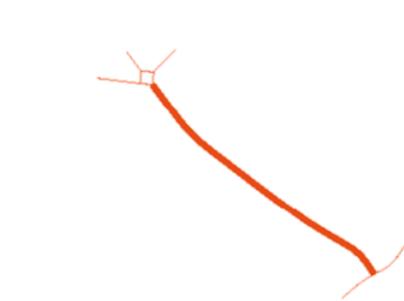
And to align pan-London policy with LB Southwark's local vision



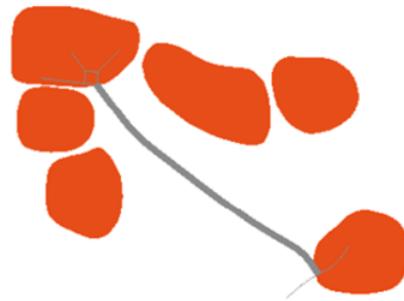
MAYOR OF LONDON



The Old Kent Road has many different functions and presents a unique opportunity to support and develop new and existing communities



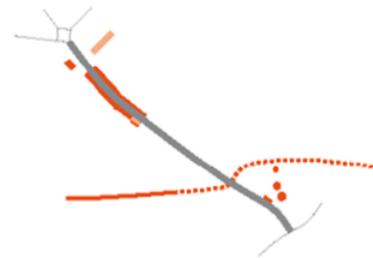
1 A ROAD



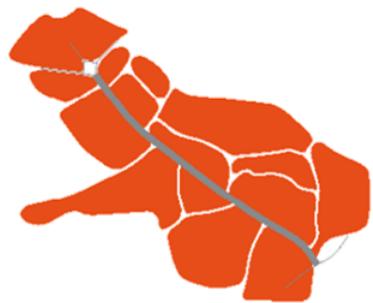
2 AN IN-BETWEEN



3 BIG PIECES



4 HISTORIC FRAGMENTS

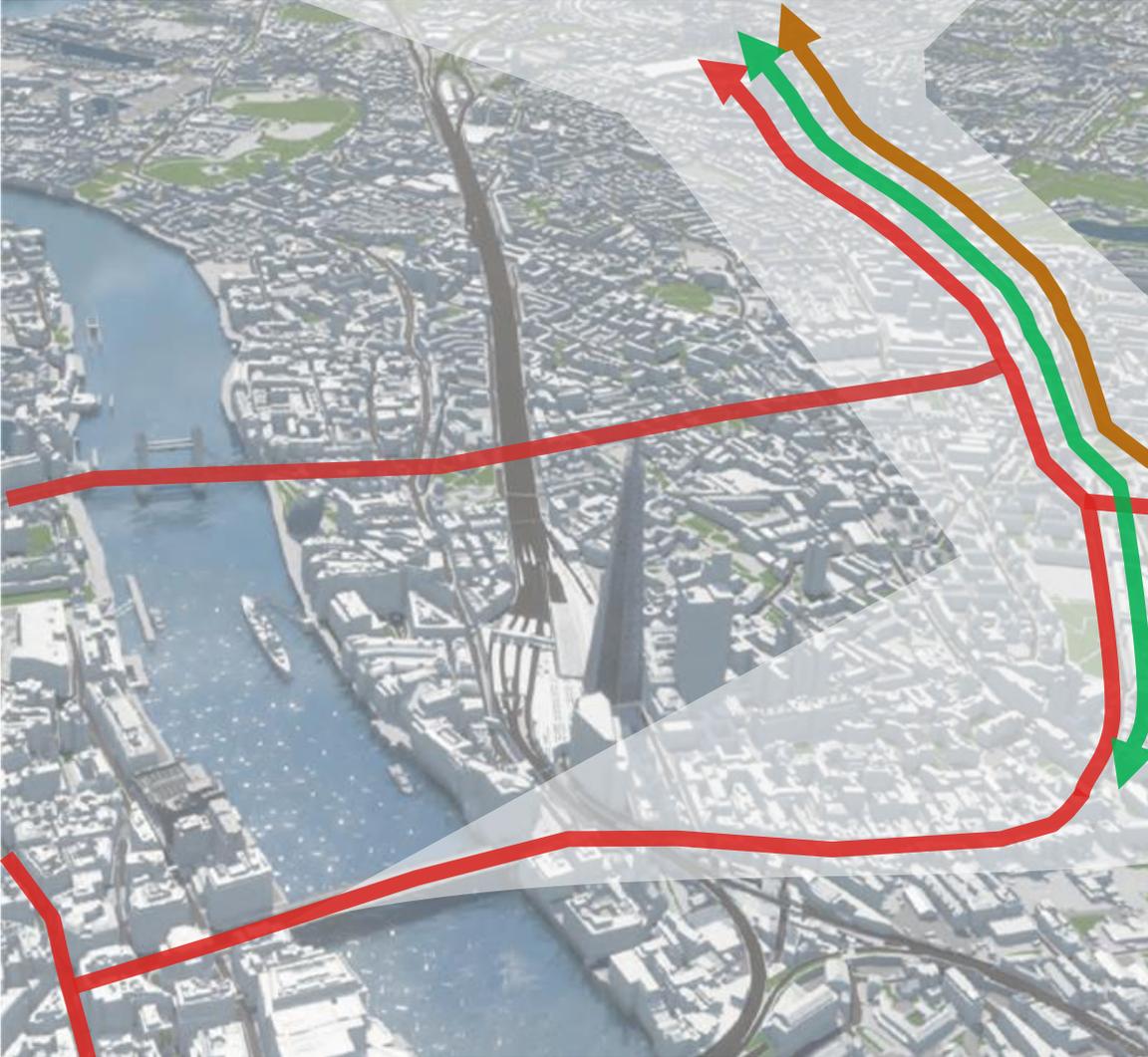


5 DIVERSE COMMUNITIES



6 ECONOMIC SERVICE

And transport is at the heart of improving access to opportunities for people from all backgrounds in SE London



Putting the Old Kent Road and its surrounding areas onto the London Underground map and **plugging the area into** London's wider access to **world leading cultural and economic opportunities**



Improving **bus capacity and efficiency** for both local journeys and trips across London



Ensuring **safe and accessible walking and cycling facilities** and delivering **Healthy Streets** to make the area accessible all for those who travel through, live, and spend time there



The Bakerloo Line Extension is key to delivering good growth

Southeast London has **significant potential to support this growth**, in particular the corridor stretching from Elephant & Castle to Lewisham and Catford.

Improved transport services in south east London are required to **unlock this growth** and improve customer journeys – **especially along Old Kent Road** where existing bus services suffer from traffic delays and will not support the area's growth potential alone.

The extension would benefit existing and new communities & businesses by:

- Offering a new **direct, high frequency link into central London**
- Providing capacity for **at least 60,000 extra journeys** in both the morning and evening peak periods
- **Relieving congestion** on roads, **reducing CO2 emissions** and air pollution
- Significantly **reducing journey times** along the extension to central London
- Providing an **Underground train every two to three minutes** between Lewisham and central London
- Increasing the **attractiveness and viability of developments**, delivering new homes and jobs in south east London



And is crucial for unlocking the full potential of the Old Kent Road



WITHOUT BLE> **9,500 HOMES**
2,000 JOBS

Key

	Phase 1		Built or under construction — Pre-2018
	Phase 2		Built or under construction — Phase 1

Delivery and Phasing (Figure 6)

Surface improvements on the Old Kent Road will support growth pre-BLE and wider regeneration of the opportunity area



Passengers not able to board the number 21 bus in April 2016 morning peak



Cyclists of various abilities occupy different parts of the road space



Pedestrian crossing informally in the vicinity of the junction with Surrey Square

- **Healthy Streets scheme** proposed along the A2 Corridor, from East Street (north) to Ilderton Road (south)
- To **support the growth** and provide pedestrian, cycle and public transport improvements along Old Kent Road
- TfL is working with LB Southwark and GLA colleagues on the proposals and other measures to complement the improvements
- Highways modelling currently paused since March 2020 pending new TfL financial agreement
- Although the next stage of design work is funded, **funding is required** for further design work and delivery of the scheme
- Some **land required** and **Section 278 highway agreements** have been secured from developments fronting OKR to help deliver the scheme



Source: Lucy Saunders

Next steps



Bakerloo Line Extension

- Safeguarding directions now issued
- Single Preferred option
- Design work to support safeguarding (including station integration)
- Ongoing funding discussions



As per TfL's Financial Sustainability Plan the Bakerloo Line Extension remains part of TfL's policy consistent scenario with delivery for the 2030s

Bus services along the Old Kent Road



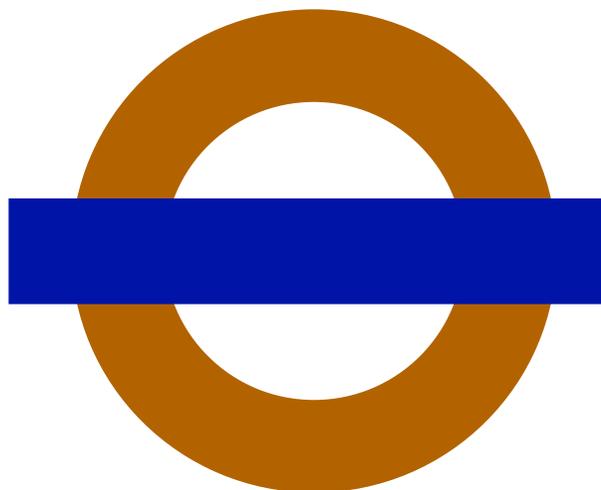
- Bus capacity analysis underway
- Bus priority measures being assessed and embedded in the Healthy Streets scheme
- Future assessments to bus route and capacity (where possible)



Old Kent Road Healthy Streets scheme



- Review current design, complete modelling and optioneering to progress the scheme
- Continue to secure land required and section 278 agreements from developments fronting Old Kent Road to help deliver the scheme.
- Ongoing collaboration with GLA and LB Southwark to secure funding for the design and delivery of the scheme



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OVERVIEW & SCRUTINY COMMITTEE

MUNICIPAL YEAR 21-22

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