



Town and Country Planning Act 1990
Catford Town Centre Highway Realignment
Transport Assessment

December 2023

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1. Introduction

The project

- 1.1 Transport for London (TfL) is submitting a planning application to the London Borough of Lewisham (LB Lewisham) to seek permission for the realignment and improvement of the highway network for all modes in Catford Town Centre, including sections of the A205 and A21.
- 1.2 The indicative application boundary ('the site') is illustrated as follows, while the exact red line plan and the general arrangement plans are included in **Appendix A**.

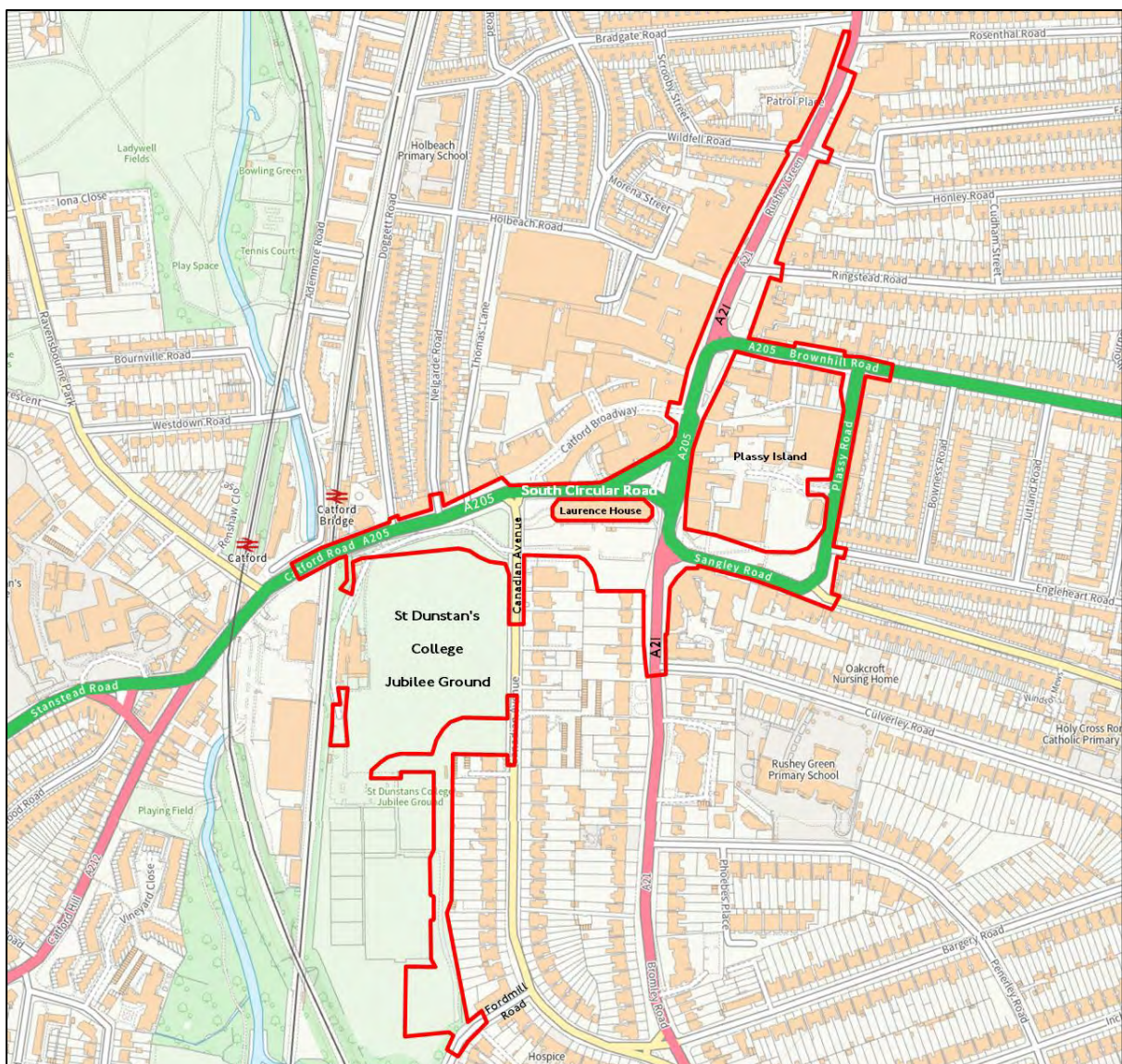


Figure 1 Site Location Plan

- 1.3 As can be seen, the application boundary includes sections of the A205 South Circular Road (including Catford Road, Brownhill Road, Sangley Road and Plassy

Road) and of the A21 (Bromley Road and Rushey Green), and sections of the side roads where they join the A205 or A21 .

1.4 The red line also includes part of the existing car park south of Laurence House, sections of Canadian Avenue and Fordmill Road and parts of St Dunstan’s College’s Jubilee Ground, because the main scheme proposes realignment and/or improvements for pedestrians and cyclists on these and quires changes to access arrangements to these locations. Laurence House, the central buildings within Plassy Island and Catford Broadway are not included in the application boundary nor are any buildings fronting the existing highways.

1.5 The description of the proposed development is as follows:

‘Realignment of the A205 highway across the St Dunstan’s College Jubilee Ground to Canadian Avenue and through the current parking to the south of Laurence House to Bromley Road at a point opposite Sangley Road, removal of the one-way system around Plassy Island converting the road system to two-way operation, new and improved pedestrian crossings, footway widening, relocation of bus stops, new segregated cycle lanes. Creation of new vehicle entrances to Jubilee Ground and other works incidental to the application proposal’.

1.6 The proposed development aims to simplify the road network and make it safer and easier to walk, cycle and use public transport, which is a key priority for both TfL and LB Lewisham. Changes to the A205 South Circular Road through the town centre will help to facilitate these plans and improve the environment of Catford for people to live, work and visit.

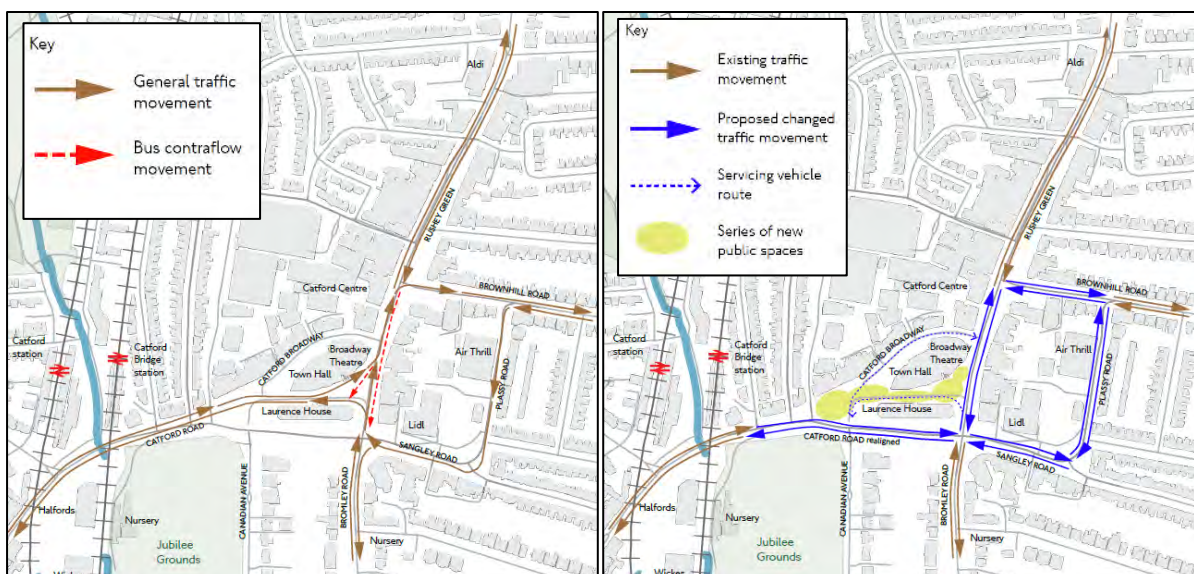


Figure 2 Existing and Proposed alignments of the local TLRN

- 1.7 It should be noted that other anticipated long-term changes and future growth in the town centre (such as to Laurence House, north of Catford Road and within Plassy Island) are not part of the current planning application, and will therefore be subject to consultation, design and planning processes in due course.

Background

- 1.8 TfL has been working in partnership with LB Lewisham to support its ambitions for Catford and to deliver improvements to the TLRN for all modes for many years. Safeguarding for a realignment of the South Circular has been included in London and local planning policy since 1944.
- 1.9 This joint working is now set out in the Catford Town Centre Framework (2021) to transform and regenerate Catford Town Centre which follows on from the Lewisham Development Framework (2011) and the draft successor document submitted for public examination earlier this year. The Framework sets out the provision of a comprehensive set of interventions to the highway to improve transport and create better places for people. These highway improvements are the subject of this planning application.
- 1.10 TfL's public engagement stage on the current scheme, subject of this application, included a formal public consultation, which ran from May to June 2023. Through this consultation, TfL sought the views of residents and businesses in Catford Town Centre, particularly those likely to be most impacted by the application proposals. TfL also consulted with stakeholders in the LB Lewisham, including elected representatives.
- 1.11 A comprehensive process of formal partnership working has been carried out with the LB Lewisham since June 2022, when an initial Feasibility Design was issued to the Council for comment. This process has included the formation of a Project Board and a Steering Group, which both meet regularly to discuss the project and any developments with regards to the design of the proposed development. From 1 June 2023, TfL and Lewisham have had a biweekly urban design meeting to share and discuss emerging details of the public realm design. TfL has also had an ongoing dialogue with Lewisham Planning Officers and one formal pre-application meeting with relevant Council officers.
- 1.12 In addition, engagement has been carried out with design practitioners such as Urban Design Learning and Active Travel England. The project has been subject to two UDL Environmental Design Review Panels, which have assessed the design of scheme and provided expert, impartial design advice to improve the quality of the proposed development.

1.13 A more extensive description of the stakeholder engagement over the years and how the feedback was then taken on board and included in the final designs is provided in other supporting documents, such as in the Planning Statement and the Design and Access Statement (DAS).

Scope of the report

1.14 This Healthy Streets Transport Assessment (TA) has been prepared in support of the planning application and will consider the transport and highways implications of the proposed development.

1.15 It will largely follow TfL's own guidance on how to prepare TAs. However, it will be adapted to reflect the nature of the proposed development (not involving the erection, or redevelopment, of building(s) with associated uses), which would make some sections inappropriate or irrelevant. The structure of the TA has therefore been tailored to the proposed development and its scope has also been discussed at pre-application stage with LB Lewisham.

1.16 It must be noted that, as with any other schemes of this nature and scale, the submitted plans are subject to potential minor amendment within future design stages and following engagement with the community and stakeholders, not least through this planning application process. In particular, TfL will continue working closely with LB Lewisham to ensure that the implemented designs align with the emerging aspirations for Catford Town Centre and the potential development that LB Lewisham and other stakeholders are currently contemplating. Such changes to the TfL proposals will of course remain within the planning permission now sought and the conditions imposed in any permission.

2. Policy context

2.1 This Chapter will provide an overview of the key transport policies applicable to the proposed development. The list is not exhaustive and does not include, for example, the several additional guidance and ‘best practice’ documents that have informed the design.

National

2.2 The National Planning Policy Framework (NPPF), recently updated (September 2023), sets out government's planning policies for England and how these are expected to be applied. A few of the key principles that are applicable to the proposed development are outlined as follows.

2.3 The NPPF states that ‘the purpose of the planning system is to contribute to the achievement of sustainable development¹’, and it focusses on this throughout the document, including on transport matters. It defines a sustainable transport mode as ‘any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport²’.

2.4 Regarding encouraging active and sustainable travel, it states that:

‘Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, [...] street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and
- c) enable and support healthy lifestyles, [...]’³.

¹ Paragraph 7 of the NPPF

² Annex 2, Glossary of the NPPF

³ Paragraph 92 of the NPPF

2.5 Regarding public access, at Paragraph I 00 it states that:

‘Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.’

2.6 Regarding sustainable transport, at Paragraphs I 04, I 05 and I 06 it states that:

‘Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

[...]

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

[...]

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places’⁴.

‘Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health’⁵.

Planning policies should:

[...]

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)’⁶.

2.7 According to the NPPF, applications for development should:

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that

⁴ Paragraph I 04 of the NPPF

⁵ Paragraph I 05 of the NPPF

⁶ Paragraph I 06 of the NPPF

maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards⁷[...].

2.8 Then, regarding car-use:

‘Planning policies and decisions should support development that makes efficient use of land, taking into account:

[...]

- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; [...]⁸.

2.9 Regarding transport impacts arising from new developments, the NPPF advises that ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’⁹.

2.10 This TA will set out how the proposed development meets all relevant principles and policies in the NPPF, including the improvement of walking and cycling infrastructure in Catford town centre, and support and encourage the use of active and sustainable modes of travel and result in the longer term in a shift away from the private car.

Regional

London Plan (2021)

2.11 The London Plan, published in 2021 , is the overall strategic plan for London, and sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.12 Policy TI ‘Strategic approach to transport’ aims to facilitate the target for 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041 .

⁷ Paragraph 112 of the NPPF

⁸ Paragraph 124 of the NPPF

⁹ Paragraph 112 of the NPPF

In Inner London, where the site is located, the target is 90%. This is shown in Figure I 0.1 of The London Plan.

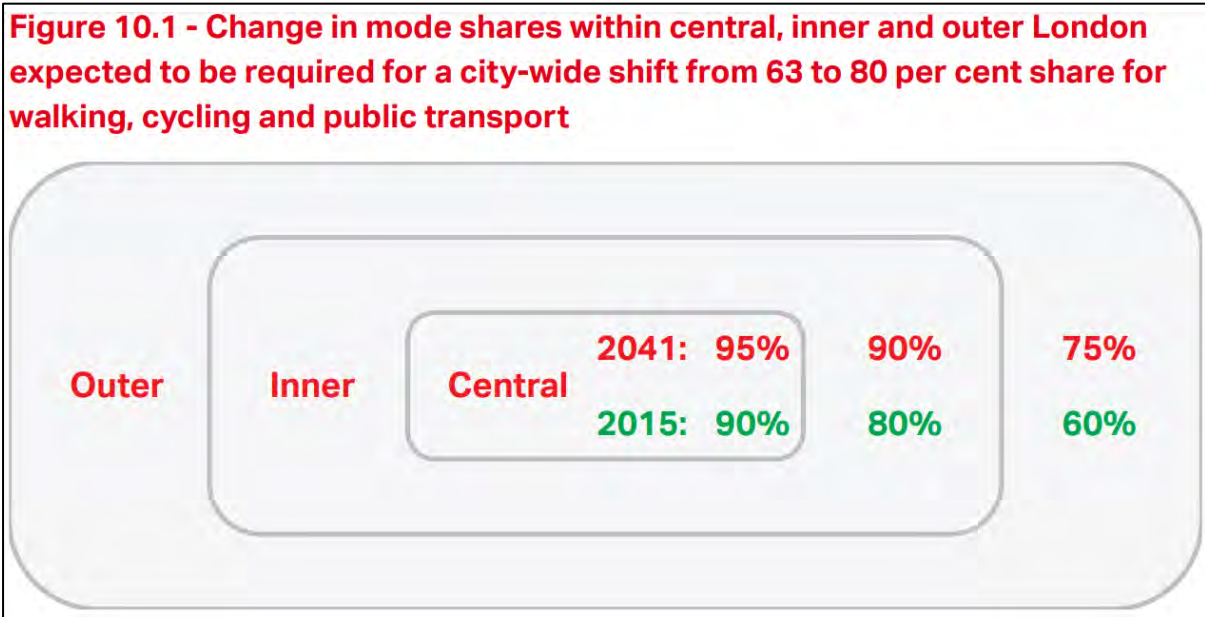


Figure 3 Mode shifts and targets by 2041 (London Plan)

2.1.3 The London Plan seeks and promotes active and sustainable travel in several policies. This is on the basis that:

‘a shift from car use to more space-efficient travel also provides the only long-term solution to the road congestion challenges that threaten London’s status as an efficient, well-functioning globally-competitive city. Reliable deliveries and servicing, and easy access to workplaces and key attractions are dependent on an increasingly-efficient transport network. Roads will continue to play a vital role in this, and greater priority needs to be given to making them more efficient for those activities that depend on them the most’¹⁰.

2.1.4 This is further stressed as follows:

‘Rebalancing the transport system towards walking, cycling and public transport, including ensuring high quality interchanges, will require sustained investment including improving street environments to make walking and cycling safer and more attractive, and providing more, better-quality public transport services to ensure that alternatives to the car are accessible, affordable and appealing’¹¹.

2.1.5 Policy T2 ‘Healthy Streets’ aims to encourage sustainable and active travel and improve London’s streets in line with the Mayor’s Healthy Streets Approach and includes the following requirement.

¹⁰ Paragraph I 0.1 .2 of The London Plan

¹¹ Paragraph I 0.1 .4 of The London Plan

‘B) Development Plans should:

- 1) promote and demonstrate the application of the Mayor’s Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities
- 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant

2.1 6 The London Plan supports the implementation of the Mayor’s Transport Strategy (**MTS**) which aims to deliver the infrastructure and public realm required to significantly increase levels of walking, cycling and public transport use throughout London. It aims to make the city more accessible, inclusive, safe and welcoming to all, so that every Londoner can be active every day, creating a healthier city for people from all backgrounds, ensuring inequalities are reduced.

2.1 7 More detail on the Healthy Streets Approach and how it has been applied will be provided later in this TA (Chapter 5).

2.1 8 Other relevant transport policies include T3, T5 and T6.

2.1 9 Policy T3 ‘Transport capacity, connectivity and safeguarding’ in part aims to safeguard transport schemes, including ‘Cycle Network Development (London Wide)’^{1 2} between 201 7-2030.

2.20 Policy T5 ‘Cycling’ then sets out the strategy to encourage this mode of transport; it states, among other things, that ‘Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through: 1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure; [...]’^{1 3}.

2.21 Policy T6 ‘Car parking’ sets out maximum car parking standards for new developments and the general principles that should inform the provision (or lack) of car parking in London.

2.22 There are several more policies in the London Plan that are applicable to the proposed development, from Policy D8 ‘Public Realm’:

^{1 2} Table I 0.1 of The London Plan

^{1 3} Policy T5 of The London Plan

‘development proposals should [...] maximise the contribution that the public realm makes to encourage active travel and ensure its design discourages travel by car and excessive on street parking, which can obstruct people’s safe enjoyment of the space. This includes design that reduces the impact of traffic noise and encourages appropriate vehicle speeds’,

to the more general principles set out in Policy GGI ‘Building strong and inclusive communities’.

2.23 The proposed development has been developed with the very objective of encouraging walking and cycling, supporting public transport and creating a better street environment for Catford and its community, supporting and enabling ‘Good Growth’ in the longer term.

2.24 Hence, it is considered that the applicable policies in The London Plan are met, as will be demonstrated throughout the TA.

The Mayor’s Transport Strategy

2.25 The Mayor’s Transport Strategy (MTS), published in 2018 (and then amended in November 2022), sets out the Mayor’s policies and proposals to reshape transport in London by 2041. Three key themes are at the heart of the strategy and are set out as follows.

Table 1 Objectives of the Mayor’s Transport Strategy

Objective	Description
Healthy streets and healthy people	Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
A good public transport experience	Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London’s streets.
New homes and jobs	More people than ever want to live and work in London. 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 benefits everyone.

2.26 The key ambitious aims of the MTS are set out as follows:

- The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners’ dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041

- The Mayor's aim is, by 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day
- The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041

2.27 For Inner London, an area characterised by 'severe congestion, poor air quality, excessive noise, high levels of deprivation and limited access to green space'¹⁴, the MTS sets out the aim of 'transforming facilities for people cycling' and that 'journey times must be improved and bus services must be properly prioritised on London's streets'.

Vision Zero

2.28 The Vision Zero action plan is a multi-national road traffic safety project and has been adopted by TfL to assist London in meeting its commitment to end the toll of deaths and injury seen on their roads and transport networks.

2.29 London is at the forefront of this approach and, as already noted, the MTS sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network.

Local

Lewisham Local Development Framework: Core Strategy (2011)

2.30 Lewisham's Core Strategy provides details of the vision, objectives, strategy and policies that will guide public and private sector investment to manage development and regeneration across the Borough. Adopted in June 2011, it sets out the overall ambitions and priorities for the borough, a set of proposals, and a means for making sure that they are delivered. Major change is anticipated in the borough, with a focus on Lewisham, Catford, Deptford and New Cross.

2.31 The Core Strategy highlights the importance of a safe and accessible transport. This is outlined in several policies, including the Core Strategy Objective 9: Transport and accessibility and Spatial Policy 2:

'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:

- a. promote choice and better health

¹⁴ Mayor Transport Strategy (2018): <https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>

- b. facilitate sustainable growth in the key localities for regeneration and growth (Lewisham, Catford, Deptford, New Cross)
- c. improve integration, accessibility and connectivity within the borough and the London sub-region'¹⁵.

2.32 The document then says that:

'The strategy seeks to create places that are easy to get around (permeable), memorable and sustainable based on a network of high-quality streets, spaces and parks and green areas.... This will be supported by improved walking and cycling conditions, to ensure a model shift from private vehicles for shorter journeys, and the use of car clubs and controlled parking zones to manage the use of private vehicles'¹⁶.

2.33 The Core Strategy identifies Catford Town Centre as a Regeneration and Growth Area; a key location for new housing, retail and employment in the borough. It identifies good and improving public transport accessibility as a key opportunity in delivering this. The Council also has an 'aspiration to see significant improvement to the physical environment, working with commercial investors and developers to bring about comprehensive redevelopment of the area'¹⁷.

2.34 Core Strategy Policy I 4 also highlights the importance of safe and sustainable transport, as well as identifying the importance of working with key partners such as Transport for London:

'The access and safety of pedestrians and cyclists throughout the borough will be promoted and prioritised'¹⁸.

2.35 It then adds that:

'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'¹⁹.

2.36 The Strategy recognises that the general health of Lewisham's residents is significantly poorer than not only London as a whole, but also the rest of

¹⁵ Paragraph 5.12 of Lewisham Local Development Framework: Core Strategy

¹⁶ Paragraph 6.60 of Lewisham Local Development Framework: Core Strategy

¹⁷ Paragraph 6.16 of Lewisham Local Development Framework: Core Strategy

¹⁸ Core Strategy Policy 14 Part 1 of Lewisham Local Development Framework: Core Strategy

¹⁹ Core Strategy Policy 14 Part 9 of Lewisham Local Development Framework: Core Strategy

England. This includes poor performance on indicators relating to low income, including coronary heart disease, cancer and respiratory diseases. As a result, reducing premature mortality from such diseases is identified as a priority for Lewisham²⁰.

Lewisham Draft Local Plan

- 2.37 In November 2023 Lewisham Council submitted a new Local Plan and its supporting documents to the Secretary of State for its independent examination.
- 2.38 The new Local Plan will set out a shared vision for the future of the borough along with the planning and investment framework to deliver this vision through to 2040.
- 2.39 The draft local plan highlights how the re-routing of the South Circular will help in enabling regeneration within Catford Town Centre:

‘Growth and regeneration will be aided by the delivery of new and improved transport infrastructure, which will help to unlock the development potential of sites. This includes the arrival of the Bakerloo line extension at New Cross Gate linking to Lewisham town centre with a modernised station interchange. The rerouting of the South Circular (A205) at Catford will enable the regeneration and transformation of the Major Centre’²¹.

- 2.40 The A205 (South Circular) re-routing has been identified as a strategic transport scheme to be delivered within the short-term of this plan (Table I 2.1). This scheme has ‘been signposted as it will play a key role in supporting the delivery of the spatial strategy for the Borough’²².
- 2.41 The draft plan highlights the importance of embedding Healthy Streets in public realm improvements, which this scheme aims to achieve:

‘High quality public realm is integral to the delivery of the Healthy Streets Approach. In line with Policy QD 3 (Public realm and connecting places) development proposals must be designed to maximise the contribution that public realm makes to encourage and enable active modes of travel. This includes measures to reduce vehicle dominance and enhance access, permeability and connectivity to and within sites by maintaining or integrating

²⁰ Paragraph 2.13 of Lewisham Local Development Framework: Core Strategy

²¹ Paragraph 3.9 of Lewisham Draft Local Plan

²² Paragraph 12.3 of Lewisham Draft Local Plan

safe and legible routes for walking and cycling along with removing barriers to movement, such as gates, guardrails and stepped kerbs'²³.

Catford Town Centre Framework

2.42 The Catford Town Centre Framework (2021) sets out sets out a long-term strategy for the transformation of the town centre along with a 15-20 year development programme that is sufficiently robust to adapt to the changed and changing circumstances in guiding high quality development. This includes an improved and expanded public realm offering across the town centre and within key sites.

2.43 It is a 'strategic masterplan study for Catford Town Centre and the wider area that identified the existing character of the area, establishes a vision for its future development, including TfL's new road layout design for the realignment of the South Circular A205 Catford Road, and illustrates opportunities for growth and transformation'²⁴ .

2.44 This road scheme has been identified as a key part of the Catford Town Centre ambition:

'The re-routing of the South Circular will free up more space to reimagine the town centre... Pedestrian friendly areas, open spaces and new community facilities will also be created'²⁵.

2.45 Importantly, it also highlights the benefits of a re-routing of the South Circular for Catford:

'The re-routing of the South Circular to the south of Laurence House has been in the pipeline for a number of years. The Council has safeguarded land to enable its delivery and it is a priority project of the Council. The relocation of the road will fundamentally change the character and experience of the town centre, and it is identified as a key component of the framework and development strategy for Catford. Relocating the road would free up land and connect the Laurence House site with the Civic Centre site and the town centre.

It provides an opportunity to extend the pedestrianised zone around the Civic Centre that through associated public realm improvements can create a much more attractive, calm and hospitable environment for people living, working, shopping and visiting the town centre [...]'²⁶.

²³ Page 145 of Lewisham Draft Local Plan

²⁴ Page 11 of Catford Town Centre Framework

²⁵ Page 6 of Catford Town Centre Framework

²⁶ Page 36, Placemaking Principles of Catford Town Centre Framework

- 2.46 It highlights how the dominance of the current South Circular/ Catford Road and surrounding road alignment/network is a long-standing issue that needs addressing:

‘There are however a number of long-standing issues that need addressing. These include: a generally poor environment both in terms of the quality of the public realm and issues of severance caused by busy roads, which make access to the town centre difficult; under-utilised sites in key locations, and; some buildings that are no longer fit for purpose. Separately and in combination, these impact negatively on the daily experience of residents as well as people visiting Catford to shop or for work. Issues of particular concern include:

The dominance of the South Circular/Catford Road and surrounding road network, which has a major impact on environmental quality and the cohesiveness of the town centre²⁷.

A21 Development Framework (2022)

- 2.47 The A21 Development Framework’s key purpose is to identify where and how additional housing can be delivered along the A21 corridor. Another key objective of the framework is to identify how the public realm and movement along the A21 could be transformed to deliver an attractive environment for current and future residents and visitors to the A21 .

- 2.48 Guiding Principle #4 (Promote sustainable modes of transport) sets out how movement along the corridor could be improved:

‘Shifts in the way people move suggest the A21 could be much cleaner in the near future. Make crossing routes safer and create a continuous cycle path to transform the corridor into being attractive for pedestrians and cyclists. Enhance and create new parallel walking and cycling routes to the A21 to provide lower trafficked corridors²⁸.

- 2.49 The Emerging Transport Strategy comprises initial suggestions to enhance transport facilities along the A21 to improve sustainable travel. It identifies the following opportunities within the corridor:

‘Potential to reinforce existing network of cycle routes and develop segregated routes on the A21 [....]

Explore the reduction of the speed limit to 20mph between Catford Town Centre and Lewisham Town Centre

²⁷ Page 10 of Catford Town Centre Framework

²⁸ Page 11 of A21 Development Framework

- Opportunity to explore a reduction of the speed limit to 20mph from Lewisham to Catford further to this being trialled under a temporary traffic order in 2020 as part of the London Streetspace programme
- Opportunity to explore the provision of permanent cycle lane along the A21 further to a temporary lane being trialled in 2020 as part of the London Streetspace programme²⁹.

Conclusions on Policy

2.50 The proposed realignment of the South Circular, the associated works, and the whole design and modelling work have been developed over the years with the aim to comply with the relevant applicable policies at national, regional, and local levels, especially with the principles of the MTS.

2.51 The compliance will be set out throughout the TA and then summarised in its concluding Chapter.

²⁹ Page 141 of A21 Development Framework

3. Existing Baseline Conditions

- 3.1 This Chapter will provide an overview of the baseline transport conditions, including a description of all modes of transport, including active and sustainable travel (walking, cycling, public transport), local and strategic highway network and road safety records.
- 3.2 It will also provide a photographic record of the existing transport infrastructure at key locations during day and when it is dark, in line with the general principles of the Healthy Streets Approach, which will be then set out in greater detail later in Chapter 5.

The Site

- 3.3 The site comprises sections of Catford Road, Catford Broadway, Canadian Avenue, Bromley Road, Sangley Road, Rushey Green, Honley Road, Wildfell Road, Patrol Place, Ringstead Road, Brownhill Road, Plassy Road, Englehart Road and Fordmill Road, land behind Laurence House and land within St. Dunstan's College Jubilee Ground.

Local services and amenities

- 3.4 Catford and Catford Bridge Stations border the site on the A205 South Circular Road. There is a range of retail and food outlets along the A205, with Lewisham Town Hall and Broadway Theatre along Catford Broadway. Catford Broadway also hosts a market which operates on Mondays, Thursdays, Fridays and Saturdays. Catford Food Market is also hosted every last Sunday of the month on Catford Broadway.
- 3.5 The site also borders Catford Island Retail Park on Plassy Road, including McDonald's, Lidl, JD Sports and Dreams. A diverse range of shops, food retailers/coffee shops and services, including a cinema, can also be found along the A21 Rushey Green and at the Catford Centre off this road. In terms of public realm, the most significant feature locally is London Squares, also on Rushey Green. University Hospital Lewisham is also just to the north of the study area.
- 3.6 A plan illustrating the local services and facilities is provided as follows and demonstrates the variety of land uses around the site.

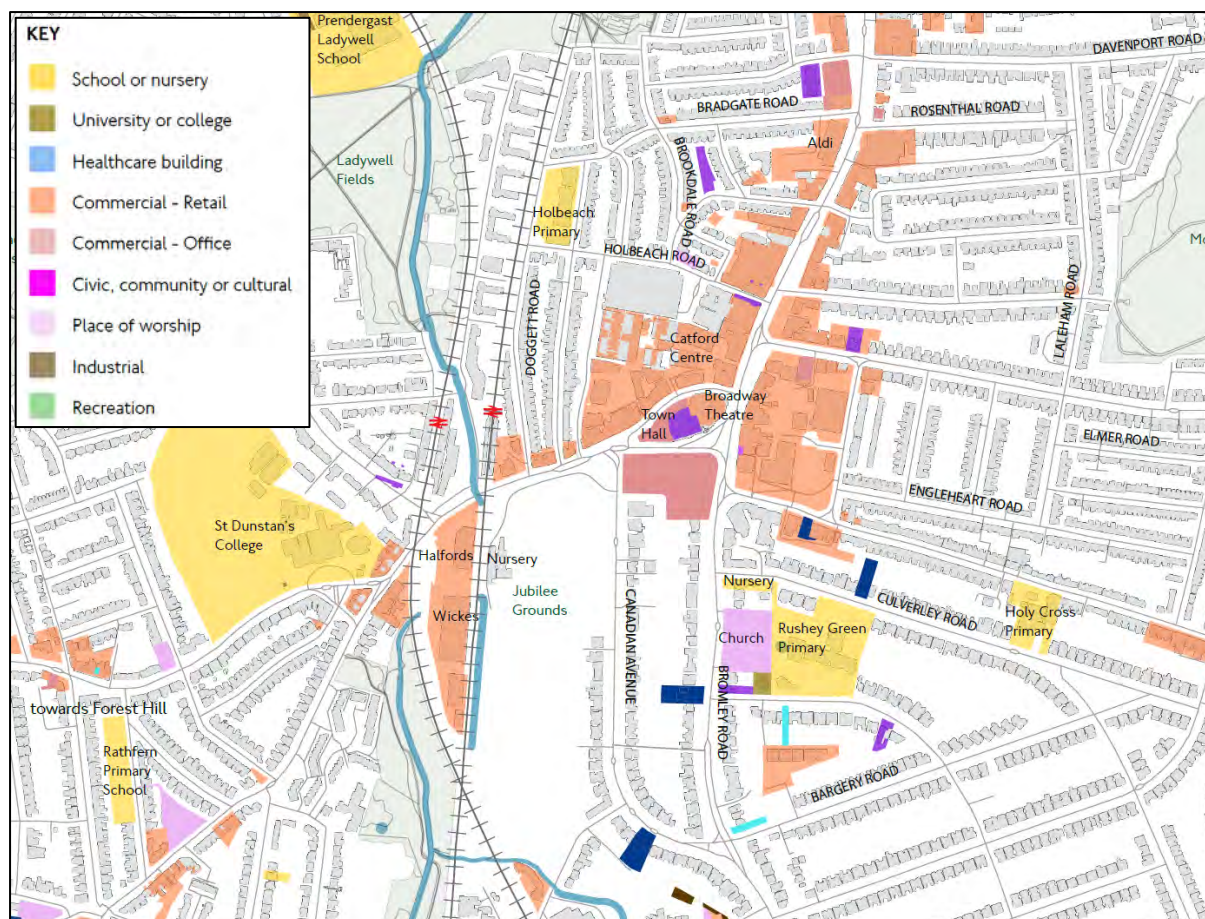


Figure 4 Local services and amenities

Walking

- 3.7 Reflecting the central location within Catford town centre, the network of roads within the red line plays a vital function from a pedestrian ‘movement’ perspective. The roads are characterised by footways on either side of the carriageways, and crossing points at a number of key locations. Plans illustrating the existing and proposed crossing points are provided in **Appendix B**.
- 3.8 However, the quality of the infrastructure, and their ‘place’ function, both in terms of widths and condition of the footways and the number and location of the crossings, means that the existing pedestrian infrastructure is not good enough to support its function in the town centre.
- 3.9 The following section will provide a qualitative assessment of the existing pedestrian infrastructure within and around the site, breaking it down in eight distinct areas, as shown in the following figure.

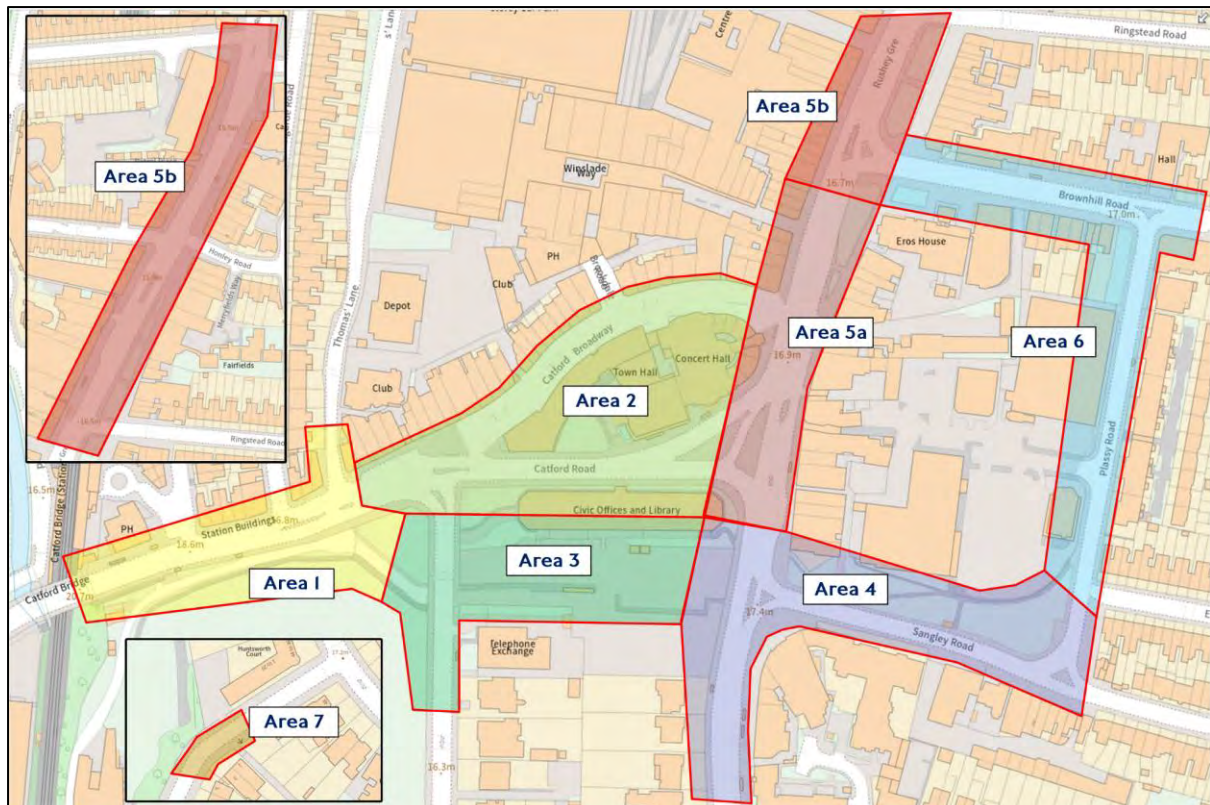


Figure 5 Site Areas

Note – Area 2 above has been included for completeness of information, but it is largely outside of the red line boundary and not part of the planning application

Area 1

3.1.0 Area 1 includes parts of Catford Road, and land and an access road within St Dunstan’s College Jubilee Ground (which is private land).

3.1.1 Footway widths on the south side of Catford Road vary between approximately 2m and 5m. Passenger shelters at bus stops R and S create a pinch point, reducing the available footway width to approximately 1.2m. On the north side, available footway widths are reduced by the shelter at bus stop M, and by assorted street furniture and other installations outside the Catford Tavern and the shopping parades to the east.

3.1.2 Signal-controlled crossings are provided at the junction of Catford Road with Thomas Lane, although on Catford Road this is not provided with traffic signals for pedestrians, which makes it confusing and unsafe, resulting in pedestrians often running to cross, as they are unsure whether traffic is, or will be, oncoming.

3.1.3 There is a subway under Catford Road to provide access to/from Catford Bridge station. However, this is not a pleasant walking environment, particularly at night. The subway itself is lit, but the ramp then leading to the southern footway of Catford Road is not. The link on the north side has limited lighting, and while

there is some street lighting in the wider area, a large part of the ramp is very dark outside daylight hours (indicated in the top right and middle left photographs in Figure 7 on page 23) and there is a lack of natural surveillance.

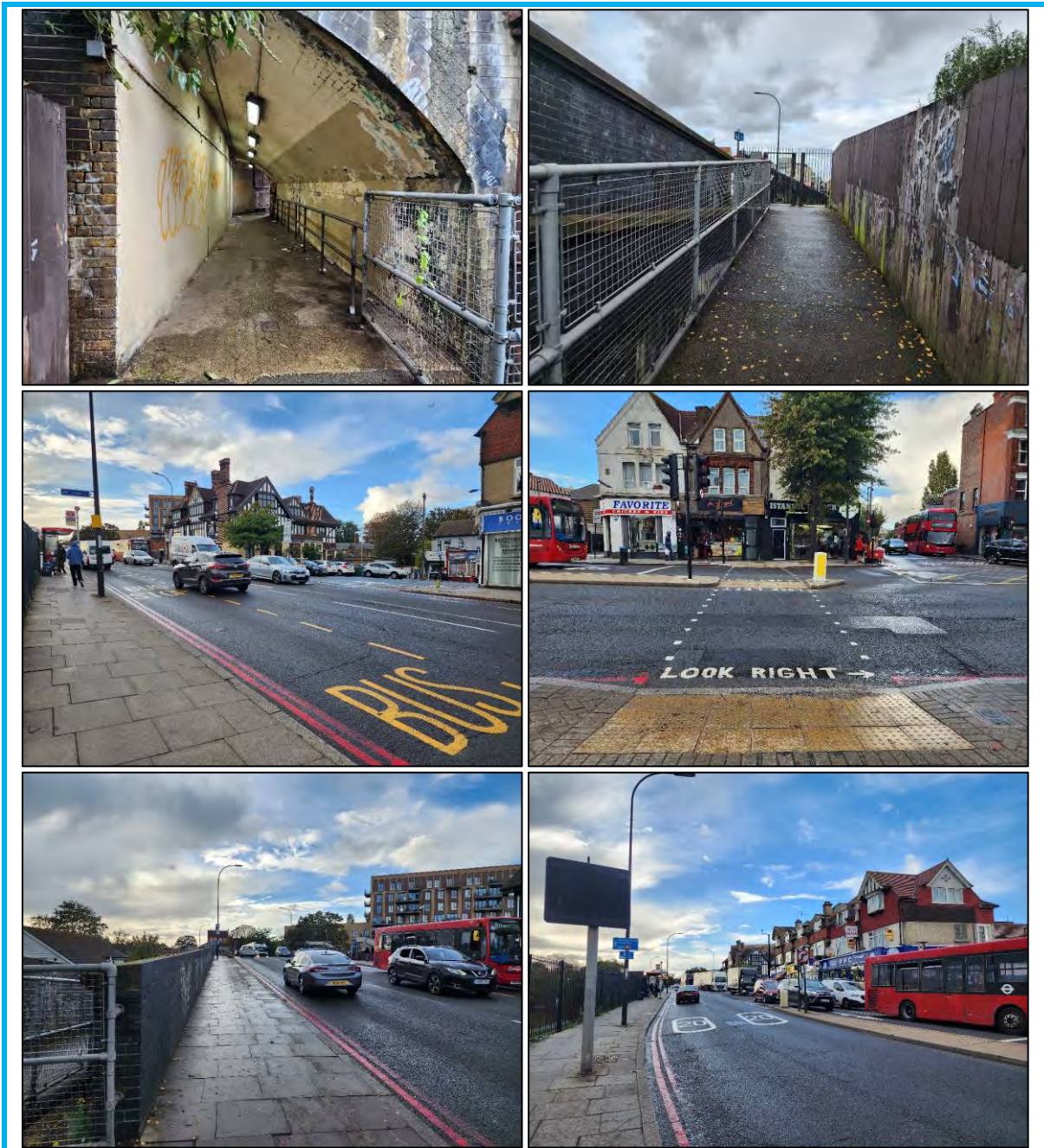


Figure 6 Area I – Selection of daytime site photos

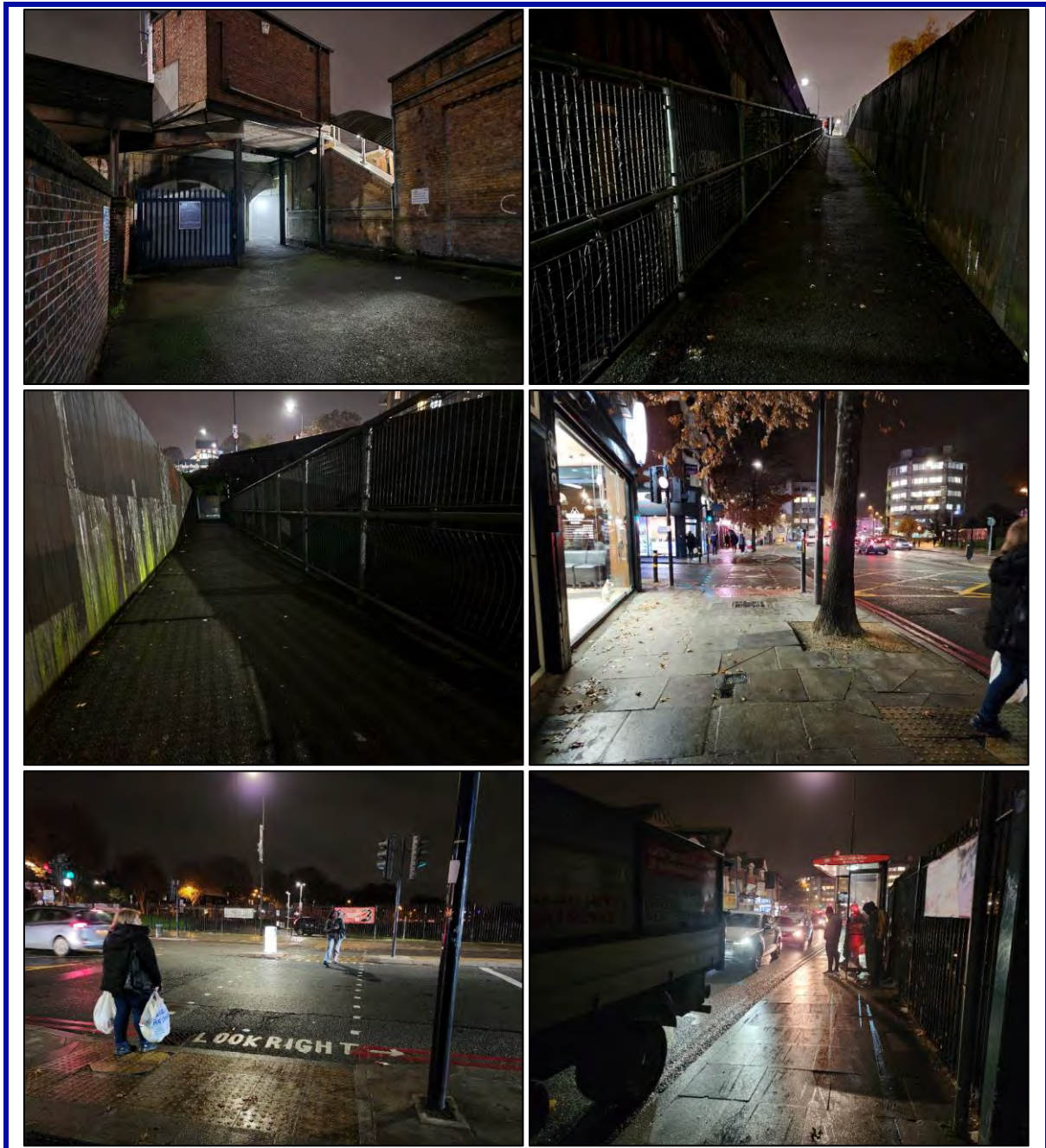


Figure 7 Area 1 – Selection of night-time site photos

Area 2

3.1.4 Area 2 includes sections of Catford Road, Catford Broadway and Canadian Avenue. Footway widths vary considerably, and also include a largely -traffic free pedestrianised zone on Catford Broadway. Available footway widths are reduced by assorted street furniture and public realm features including ‘Legible London’ pedestrian wayfinding signage, phone boxes, trees, bus shelters and market stalls.

3.1 5 There is a straight signal-controlled crossing of Catford Road leading on from Catford Broadway as part of the junction with Canadian Avenue. While within this junction, a crossing of Canadian Avenue is not signal controlled.

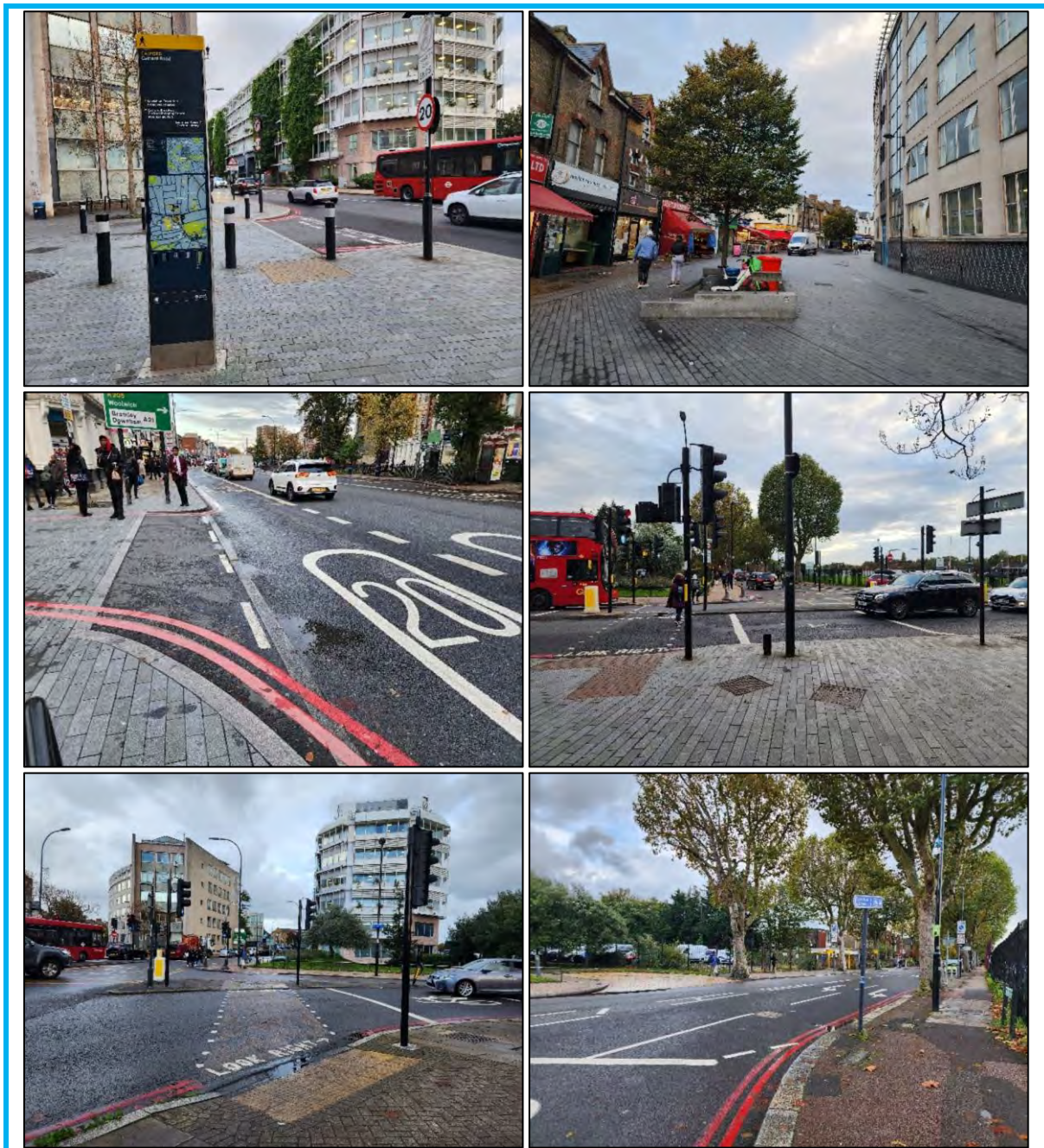


Figure 8 Area 2 – Selection of daytime site photos

3.1 6 At night, the area is well lit and benefits from a large amount of natural surveillance from active frontages and street activity, and so feels relatively safe in the dark.



Figure 9 Area 2 – Selection of night-time site photos

Area 3

3.1.7 Area 3 includes Canadian Avenue and the private road and car park behind Laurence House. The private road has a ‘no pedestrians access’ sign, despite this being a key desire line in a west to east direction and, for this reason, a route used by many.

3.1.8 Footway width along Canadian Avenue is approximately 2.3m, although street trees restrict the available width. There are some traffic calming features on the road, making it more pedestrian friendly.

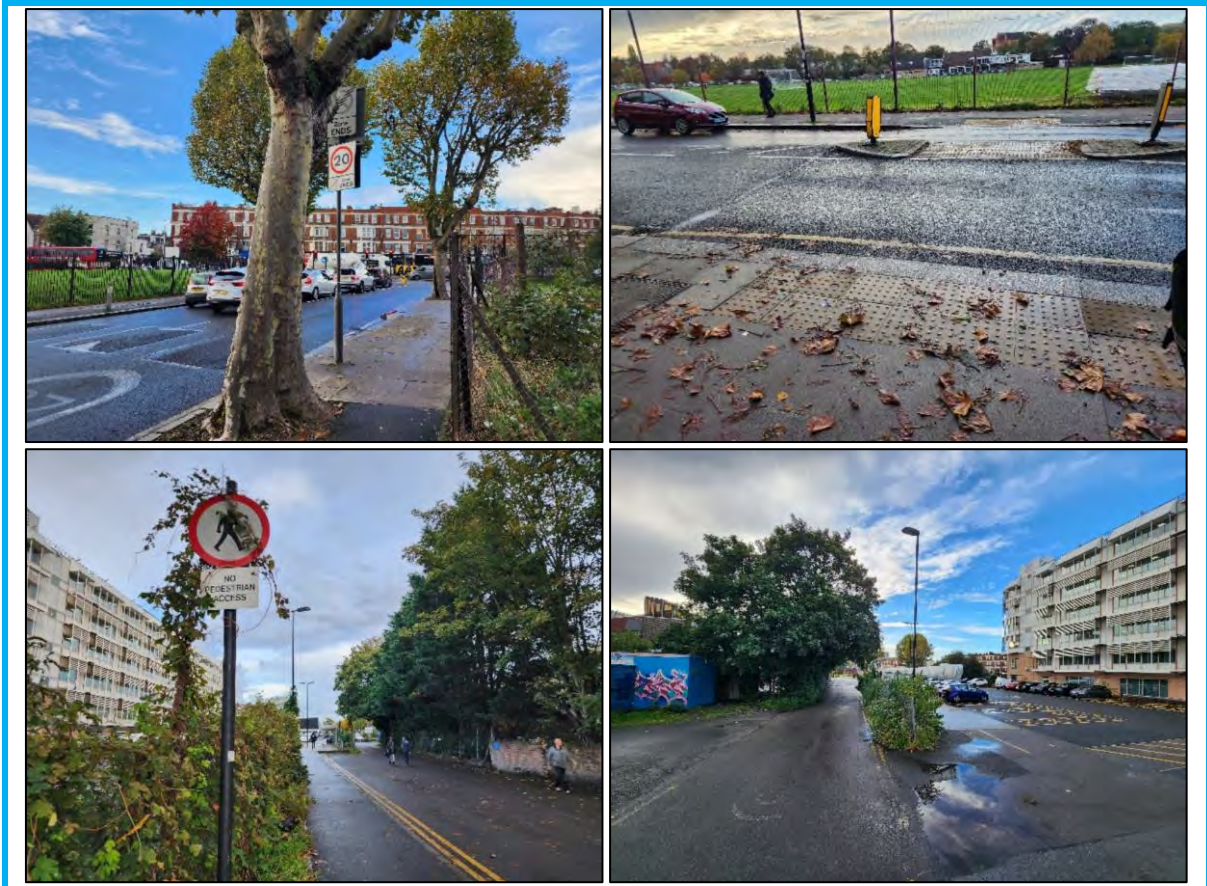


Figure 10 Area 3 – Selection of daytime site photos

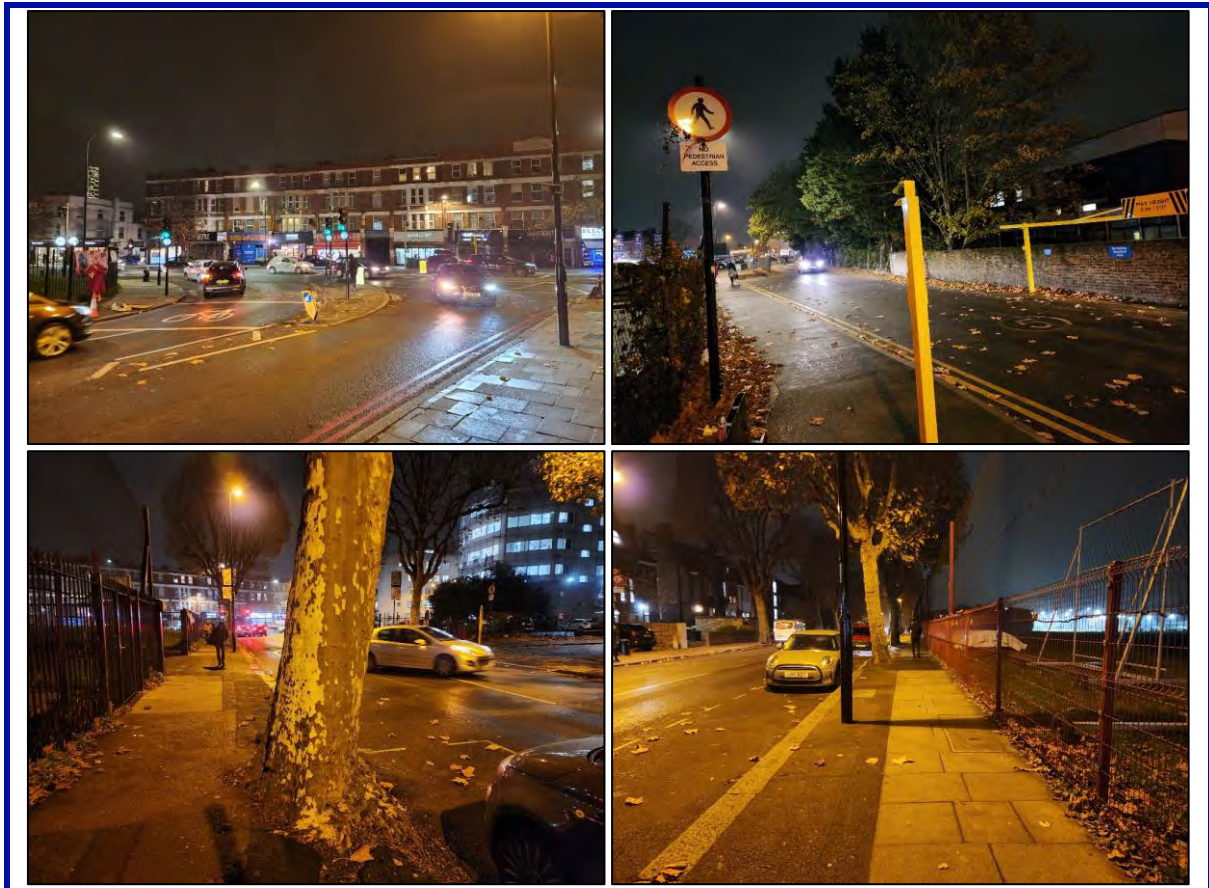


Figure 11 Area 3 – Selection of night-time site photos

Area 4

3.19 Area 4 includes Bromley Road and Sangley Road. Footway widths range between approximately 1.2m (on Sangley Road) and 1.4m (Bromley Road). There is a pinch point outside 13 Bromley Road, caused by tables and chairs on the footway and a bus shelter.

3.20 There are four bus shelters on Bromley Road reducing the available footway width. The signal-controlled pedestrian crossings at the Bromley Road/Sangley Road junction require crossing in three stages.

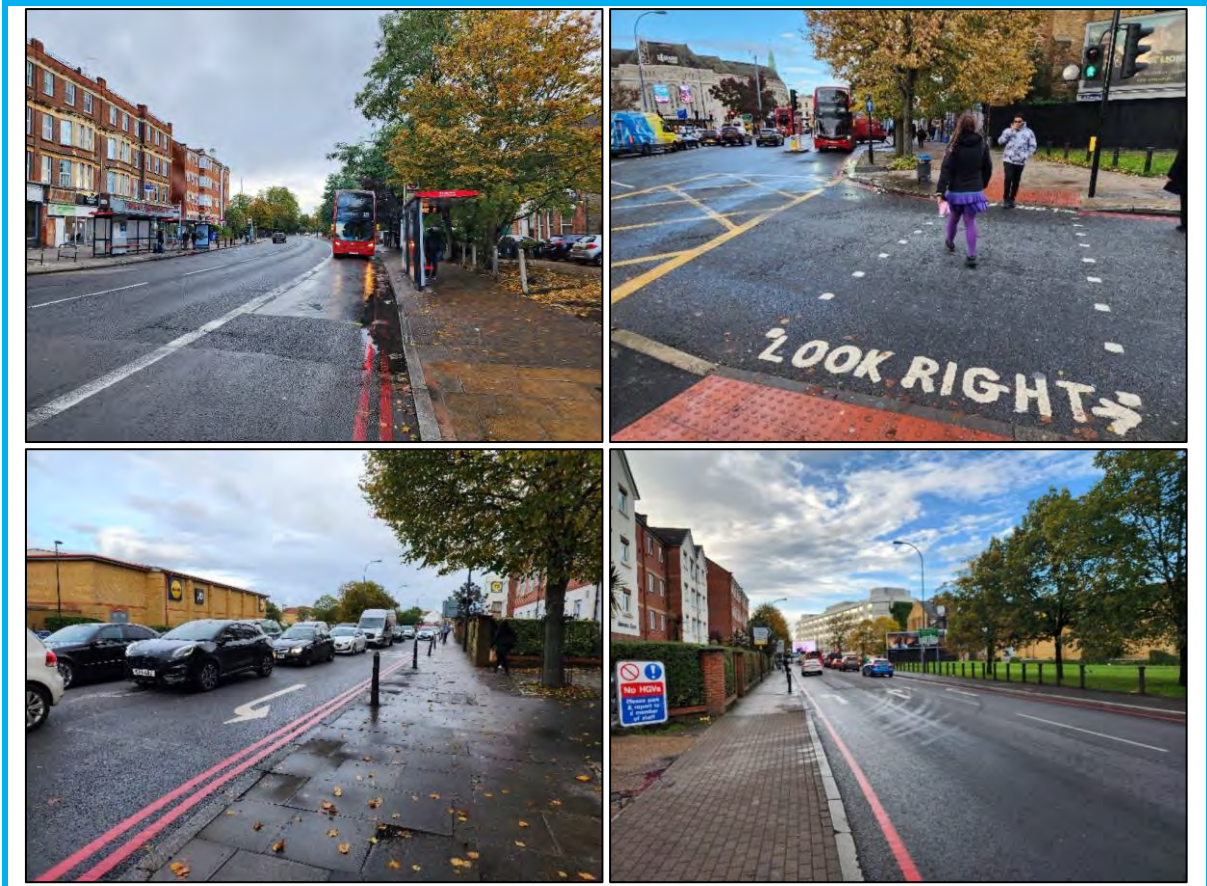


Figure 12 Area 4 – Selection of daytime site photos

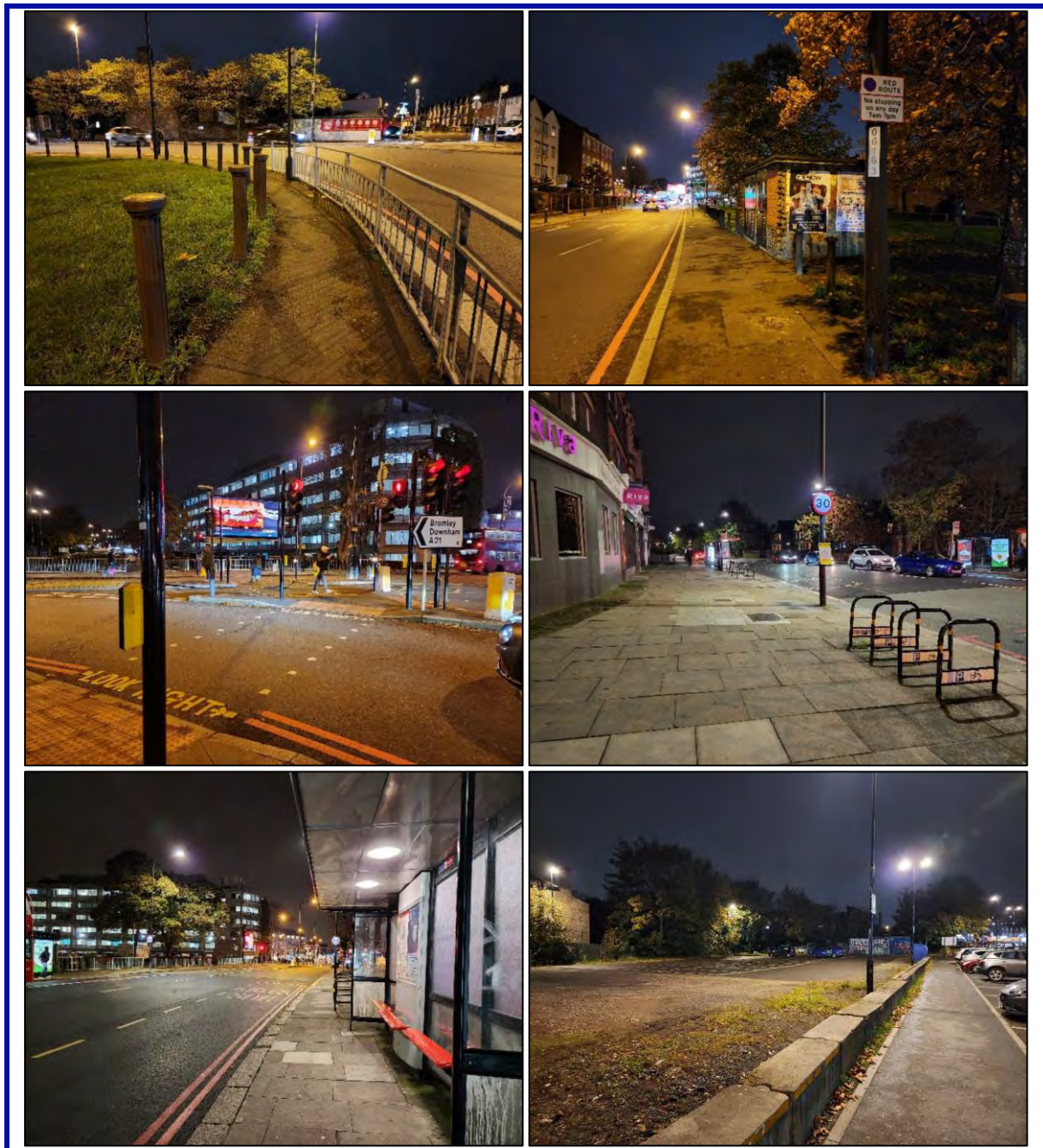


Figure 13 Area 4 – Selection of night-time site photos

Area 5a

3.21 Area 5a includes sections of Rushey Green. Footway widths range between approximately 1.2m and 4.5m.

3.22 Crossing facilities are limited: there are no designated pedestrian crossing points between the Catford Road junction and the Brownhill Road junction, while observations indicate a clear demand for crossing. The footway on both sides is heavily cluttered with street furniture.



Figure 14 Area 5a – Selection of daytime site photos

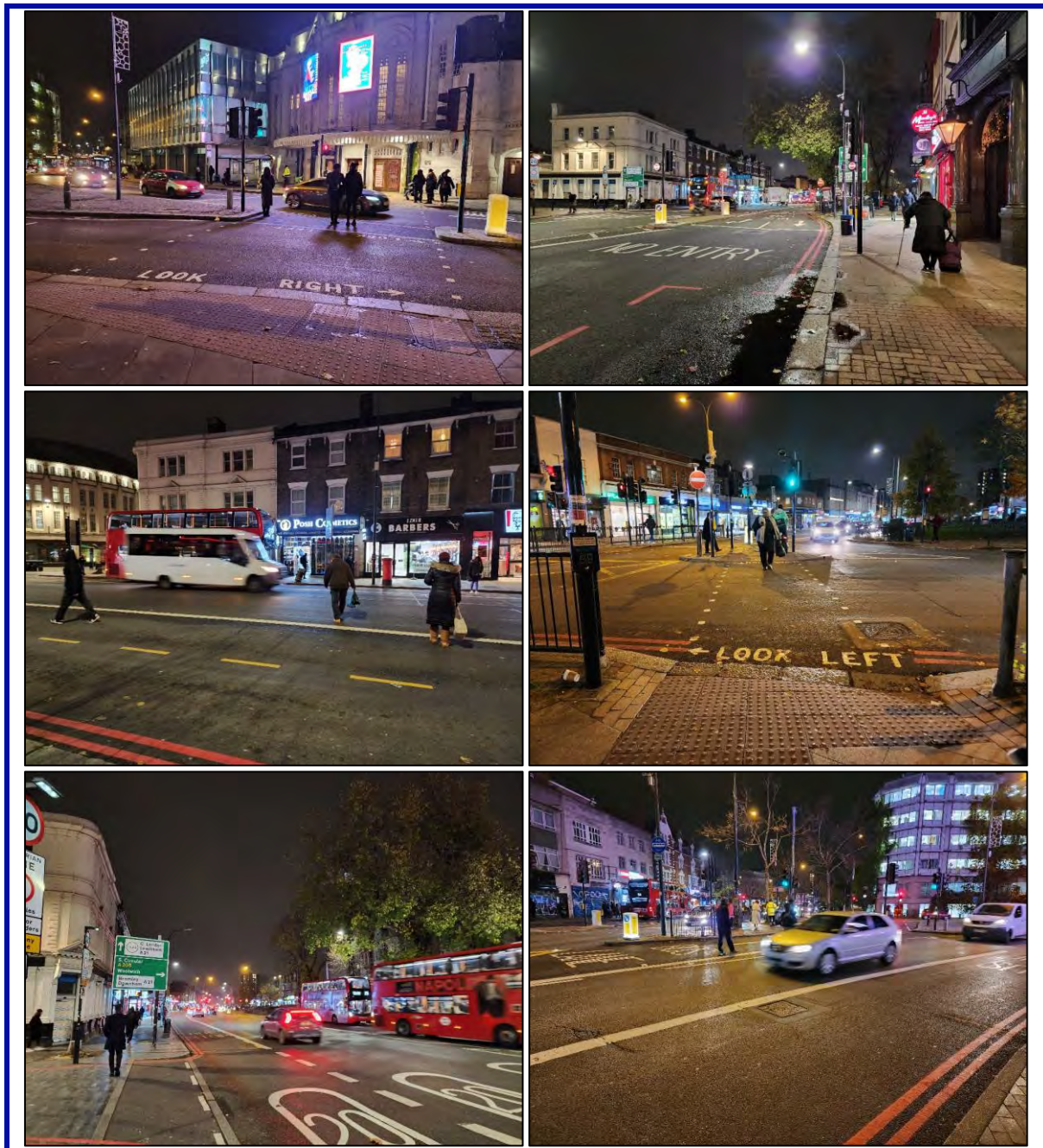


Figure 15 Area 5a – Selection of night-time site photos

Area 5b

3.23 Area 5b includes Rushey Green and parts of Honley Road, Wildfell Road, Patrol Place and Ringstead Road. Footway widths vary considerably in this Area, with sections with 4m widths, and wider public realm spaces. However, the ‘London Squares’ on the east side of Rushey Green splits the available space, with the route closest to the road being no more than 2m wide, and the wider route nearer to building frontages narrowed by street furniture and unlawful obstructions such as advertising ‘A-boards’ and motorcycle parking associated with take-aways.

3.24 Generally, footway widths are reduced by a variety of street furniture, including bus shelters. There are two signalised pedestrian crossings: a three-stage staggered crossing at Rushey Green/Brownhill Road junction and a two-stage staggered crossing on Rushey Green near Honley and Wildfell Roads. There is also a zebra crossing toward the north of this section between Rosenthal and Bradgate Roads.

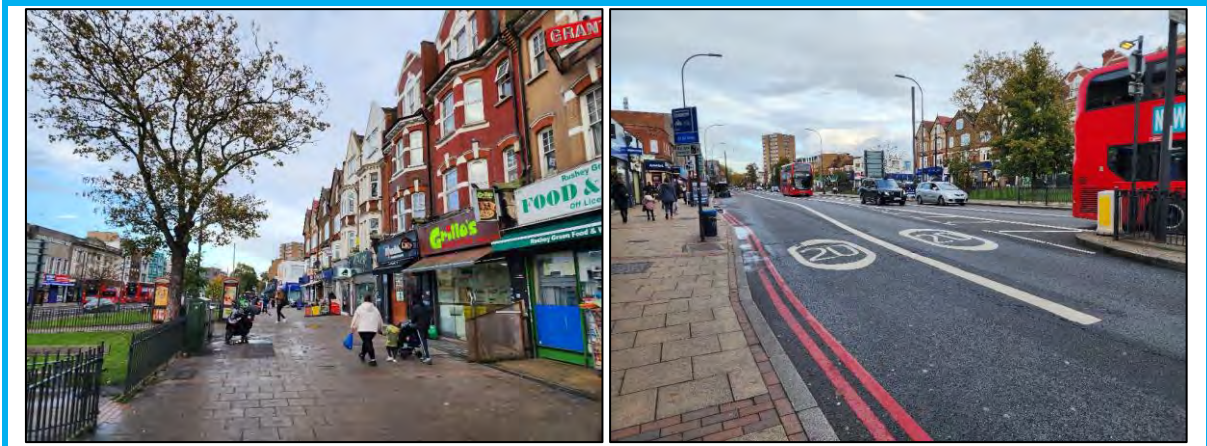


Figure 16 Area 5b – Selection of daytime site photos

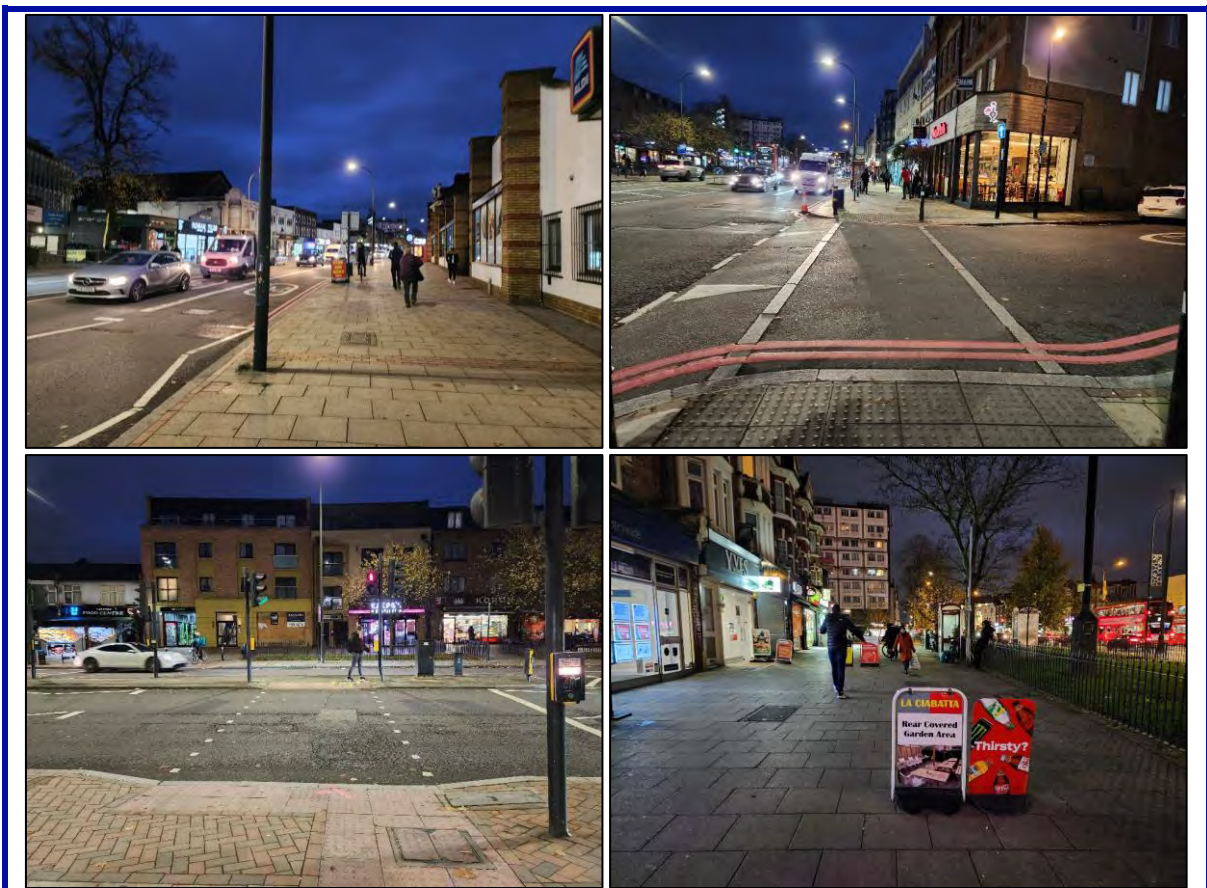


Figure 17 Area 5b – Selection of night-time site photos

Area 6

- 3.25 Area 6 comprises Brownhill Road and Plassy Road. Footway widths vary between approximately 2m and 6m. There is a pinch-point at bus stop F on Plassy Road, with the bus shelter reducing the available footway width to below 2m.
- 3.26 There are two signalised pedestrian crossings with tactile paving and refuge islands on Brownhill Road. There is one straight signalised crossing on Plassy Road near the entrance to Catford Island Retail Park. At the junction of Plassy Road and Brownhill Road there is a two-stage signal-controlled pedestrian crossing.
- 3.27 Beyond this, there are no crossings on the most southern section of Plassy Road, which results in pedestrians then crossing the road in between vehicles.



Figure 18 Area 6 – Selection of daytime site photos

3.28 This Area is well lit at night and, while quieter than other areas, still has a good amount of street activity and overlooking from active frontages, and so feels comfortable at night.

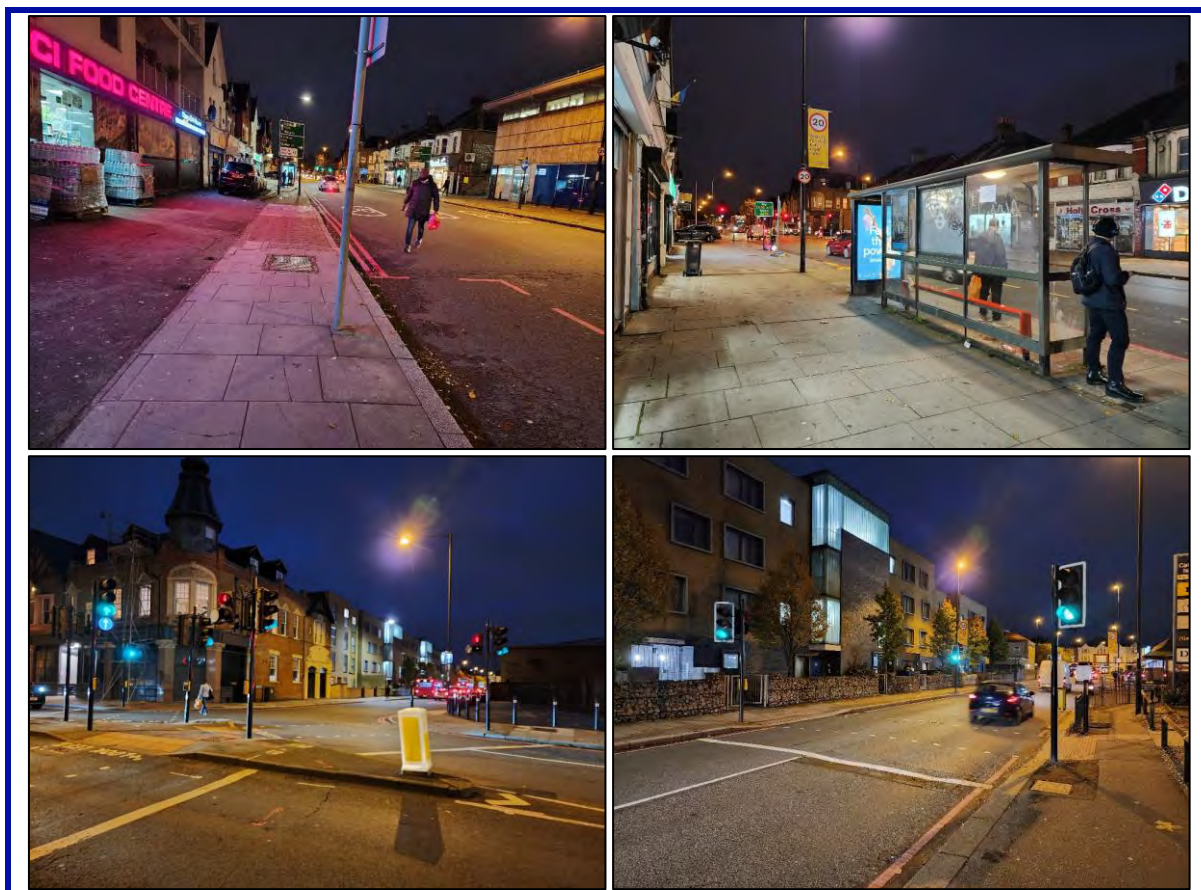


Figure 19 Area 6 – Selection of night-time site photos

Area 7

3.29 Area 7 comprises a short section of Fordmill Road, which has an approximate footway width of 4m. Compared to the other Areas, and in the context of its different function as a residential street off which there is the Jubilee Ground and some business premises, the walking environment is of reasonable quality, given its lower use and local function. However, the available footway width is reduced by cars parked on the footway, and by trees and bollards. This road is outside the CPZ. At night time there is natural surveillance from the housing but little from the business premises and when the access into the Jubilee Ground is not being used.

Cycling

3.30 Cycleway I 8 runs along Adenmore Road and Ravensbourne Park, to the east of Catford Bridge station and just outside the red line boundary. It connects Catford to the wider cycle network further afield, both to the north and south.

3.31 Beyond this, cycling infrastructure within Catford Town Centre is limited, especially in a west to east (and vice versa) direction. It includes non-continuous sections of advisory cycle lanes, Advanced stop lines at a very limited number of

junction approaches, and signed cycle routes within 20mph roads and shared bus lanes. Some roads, including Plassy Road, Brownhill Road, Fordmill Road having little to no provision for cyclists.

3.32 A plan of the existing cycle network is illustrated as follows.

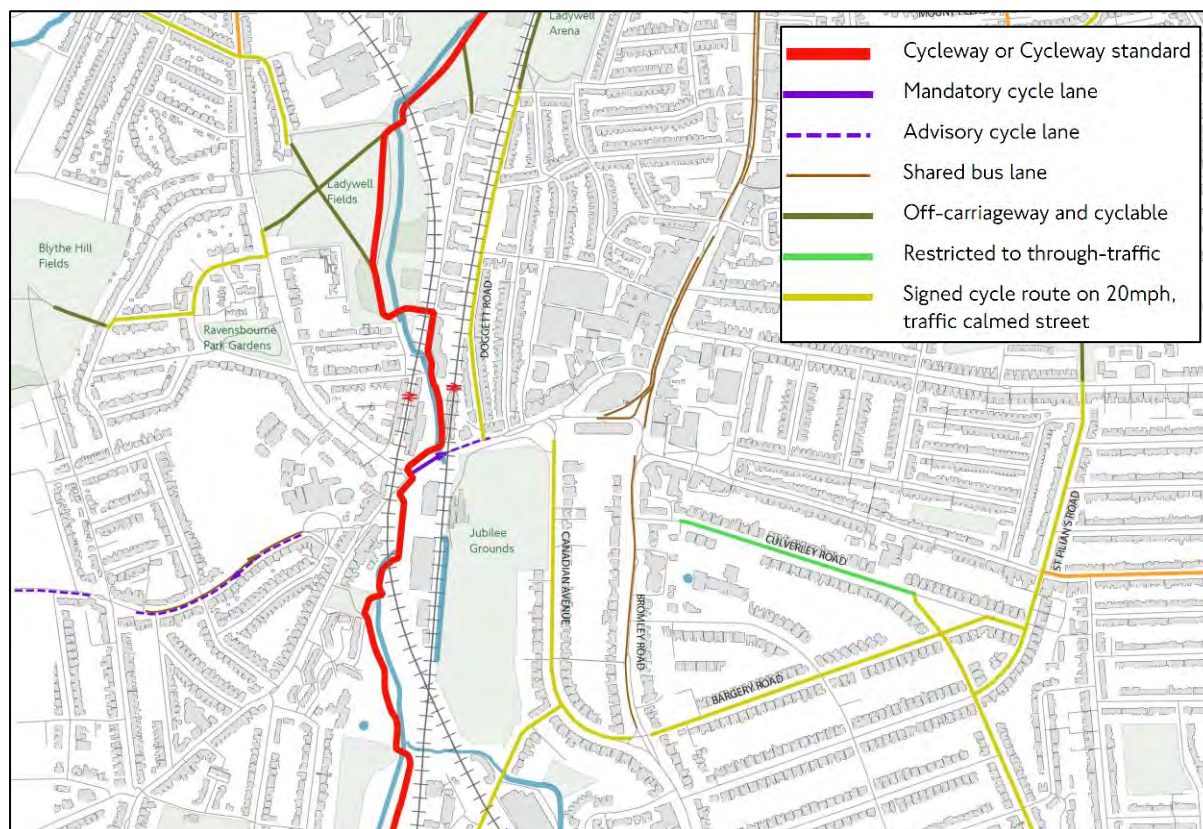


Figure 20 Existing Cycle network

3.33 As noted, Catford Road connects to the wider cycle network via Cycleway I 8. This connects Catford Road to Greenwich and Central London and south towards Lower Sydenham and Beckenham.

3.34 Within the site boundary, there is a short section of advisory cycle lane on Catford Road to Doggett Road eastbound towards Catford Town Centre. This is the only dedicated cycle lane within the site boundary.

3.35 There are bus lanes along other sections of Catford Road and on Rushey Green, which can be used by cyclists, including the southbound bus-only section between Brownhill Road and Sangley Road.

3.36 There are Advanced Stop Lines on one approach to the Rushey Green/ Brownhill Road junction, on most of the approaches to the Catford Road/ Canadian Avenue junction and at one approach to the Catford Road/ Thomas Lane junction.

3.37 Cycle parking is provided in a number of locations within the red line area, but is not evenly distributed or focussed where needed. For example, there is none within Catford Broadway, only at either end. There is none serving the shops on the northern side of Catford Road. Rushey Green has an over-supply in some places and then long stretches with no provision on the east side, and generally very little provision on the west side. Brownhill Road and Sangley Road have no cycle parking despite having retail and other commercial properties that would attract cyclist trips.

3.38 A plan illustrating the cycle parking provision is included in **Appendix B**.

3.39 Catford’s cycling catchment includes a wide area within the LB Lewisham and beyond. Beckenham, Peckham, Deptford, and parts of Greenwich and Dulwich can be reached within a 20-minute cycle of the site, with most of Lewisham accessible within a 10–15-minute cycle.

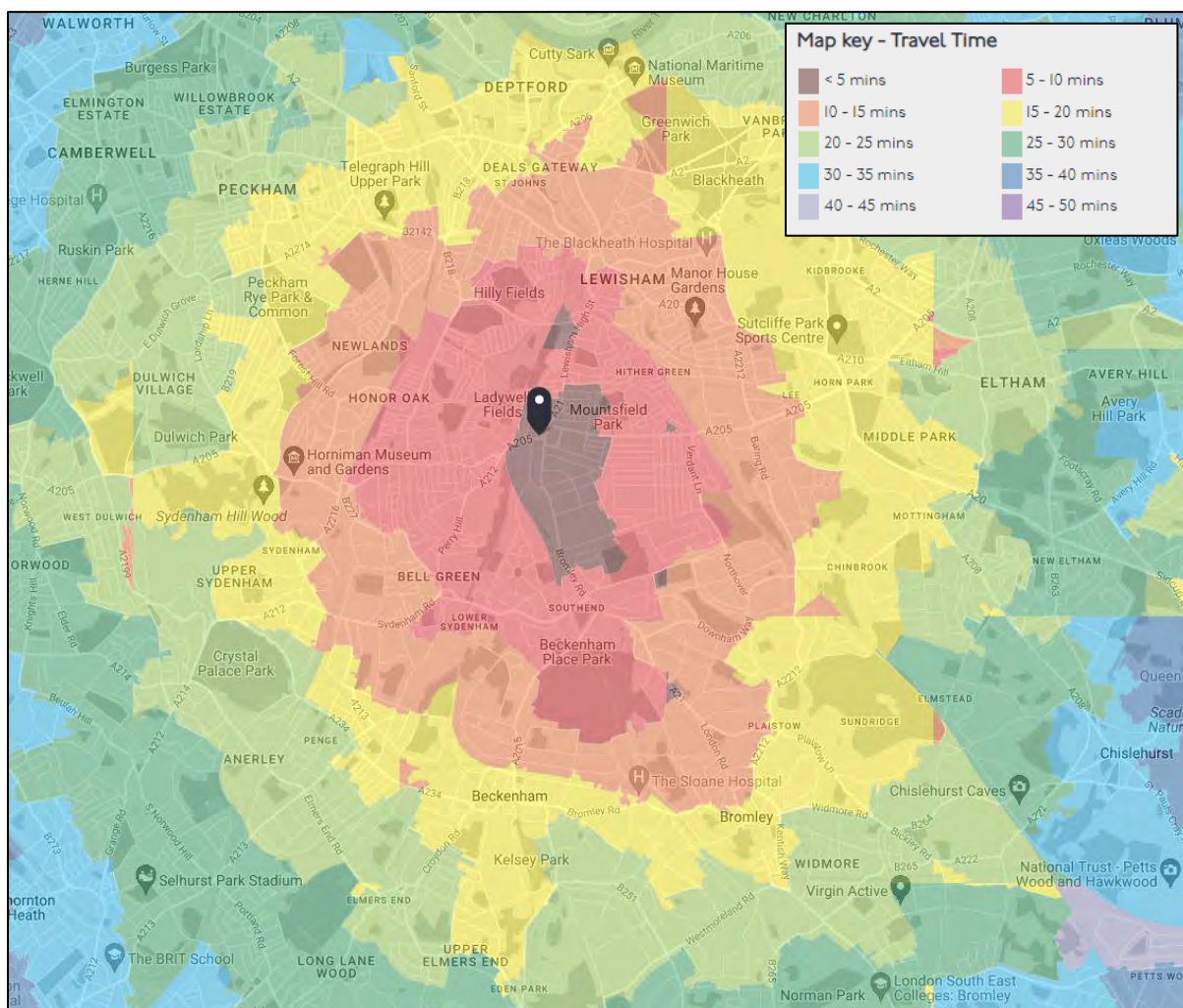


Figure 21 Cycling Isochrones from Catford

Public Transport

3.40 The site benefits from access to several public transport services, in the form of rail and bus services, including several night routes too. This is set out in detail as follows.

PTAL

3.41 The presence of many public transport services is demonstrated by an excellent Public Transport Access Level (PTAL) rating. PTAL is a measure which rates locations by distance from public transport services and the frequency of those services. It considers bus services available within 640m, nominally eight minutes' walk, and London Underground or railway services available within 960m (12 minutes), and produces a score between 0 (no access to services within TfL thresholds) and 6a/6b (excellent access).

3.42 The PTAL within the site boundary is 6a, indeed confirming excellent level of access to public transport services.

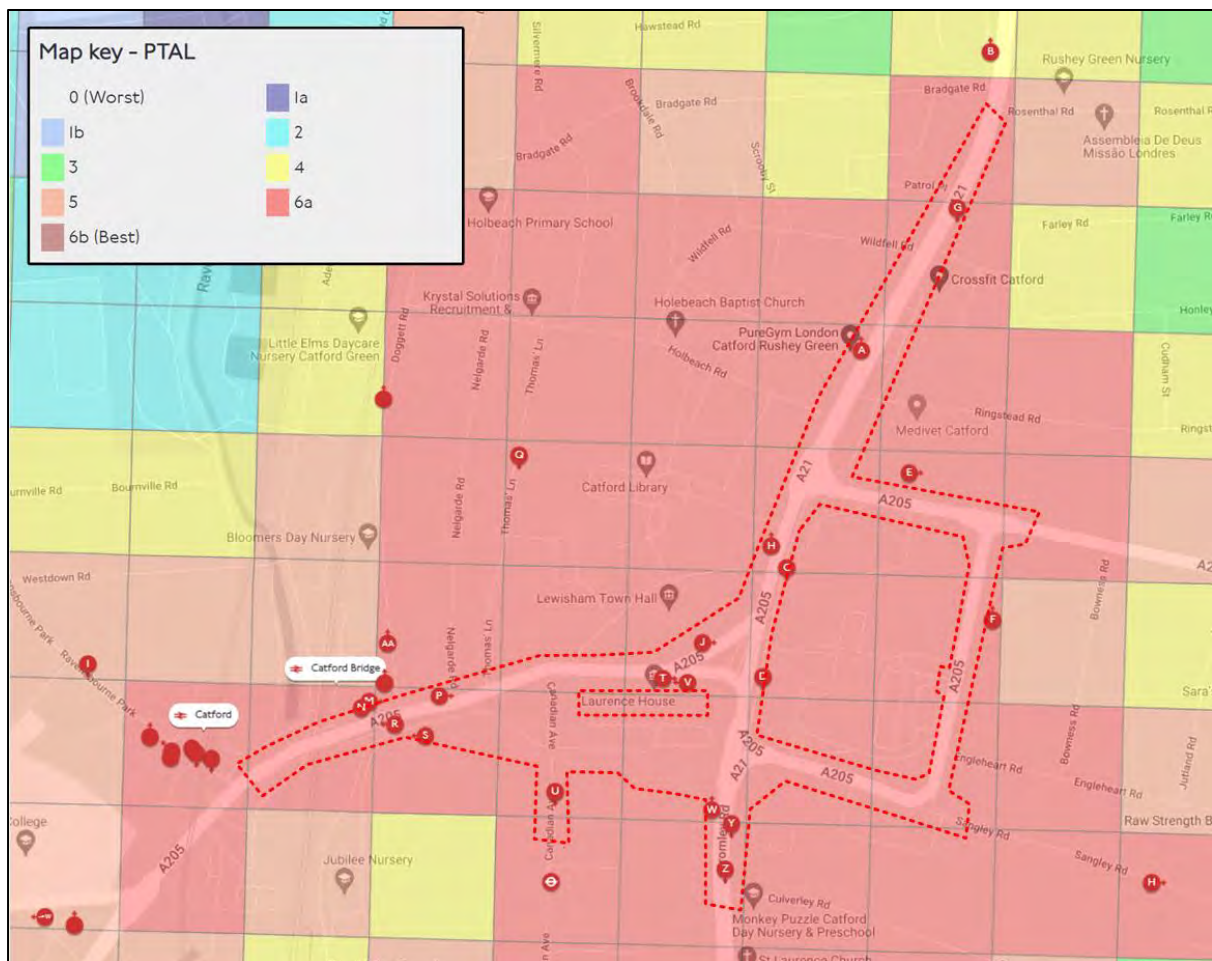


Figure 22 PTAL in Catford Town Centre

Note: approximate site boundary (refer to appended red line plan for the exact and full boundary).

Bus Services

- 3.43 There are 15 daytime bus services running through Catford. These generally operate from shortly after 5am to around midnight. These services provide access to various destinations such as Lewisham, Eltham, Greenwich Town Centre, Bromley and Elephant & Castle, among others further afield.
- 3.44 The presence of a gyratory system results in six daytime services taking different roads for their 'out' and 'return' journeys, creating a bus stop system which is complex to understand and navigate, especially to unfamiliar bus users, also noting that the vehicular dominance in the local area makes it difficult to cross the roads to access bus stops in some places.
- 3.45 Buses from Rushey Green in the north heading to the south (Bromley Road) or west (Catford Road) operate via the bus-only southbound section of Rushey Green, while services to those destinations approaching from the east (Brownhill Road or Sangley Road) use the gyratory. This means that interchange between services can be complicated for customers, and often the best stop in each direction, the one served by all buses in that direction, is the first stop on the way out of the town centre, or the last one before. Other passengers interchanging have to cross the TLRN.
- 3.46 The network of bus stops and daytime routes in Catford, also showing the destinations that can be reached, is reproduced as follows.

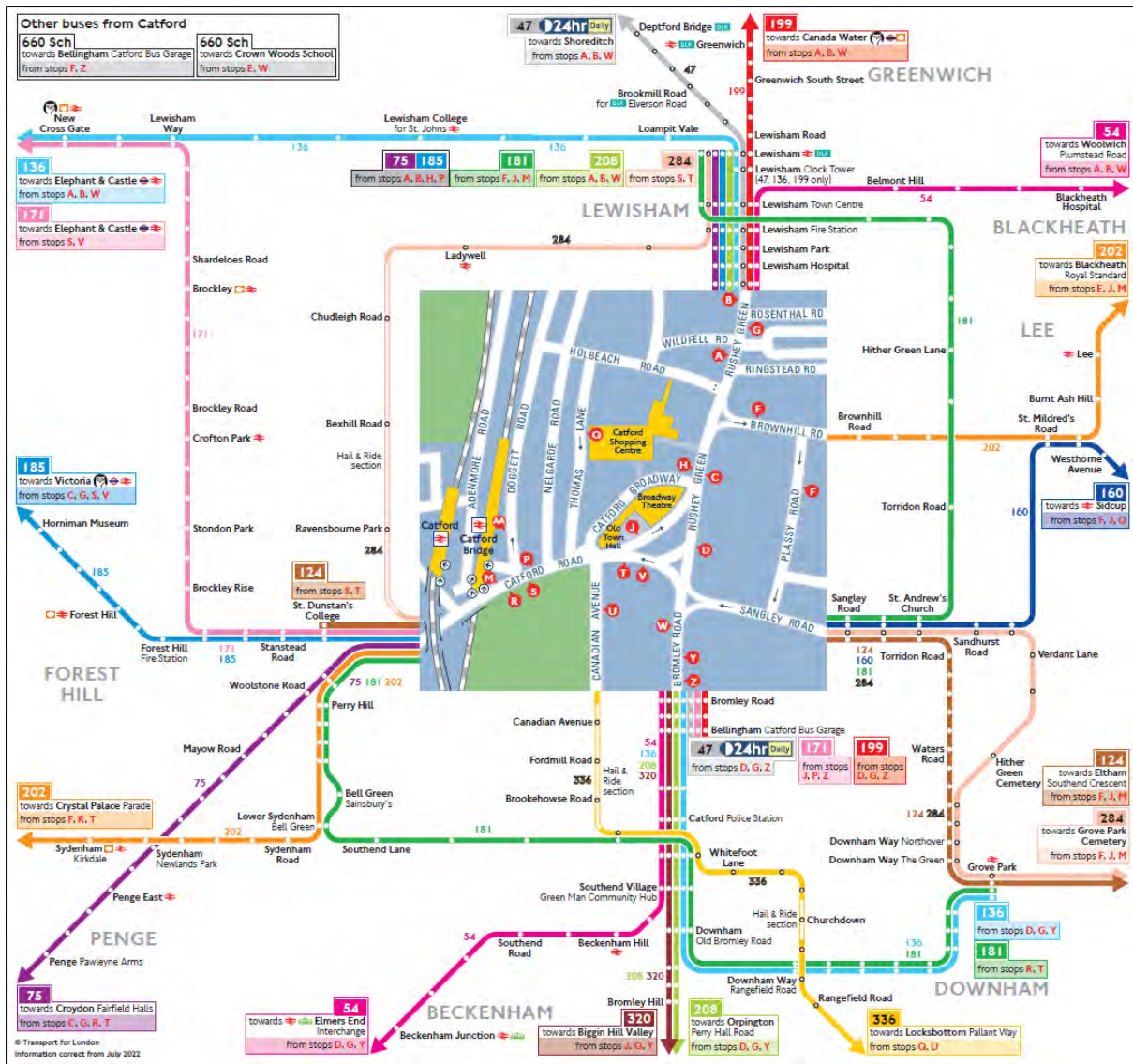


Figure 23 Buses from Catford

3.47 One 24-hour and three night buses (namely routes 47 and NI 36, NI 71 and NI 99, respectively) run through Catford, as shown in the following figure. This shows that Catford is also well-connected at night to Lewisham and to the wider area, including destinations such as Bromley, Orpington and Chislehurst to the south and Greenwich, the City and Westminster to the north.

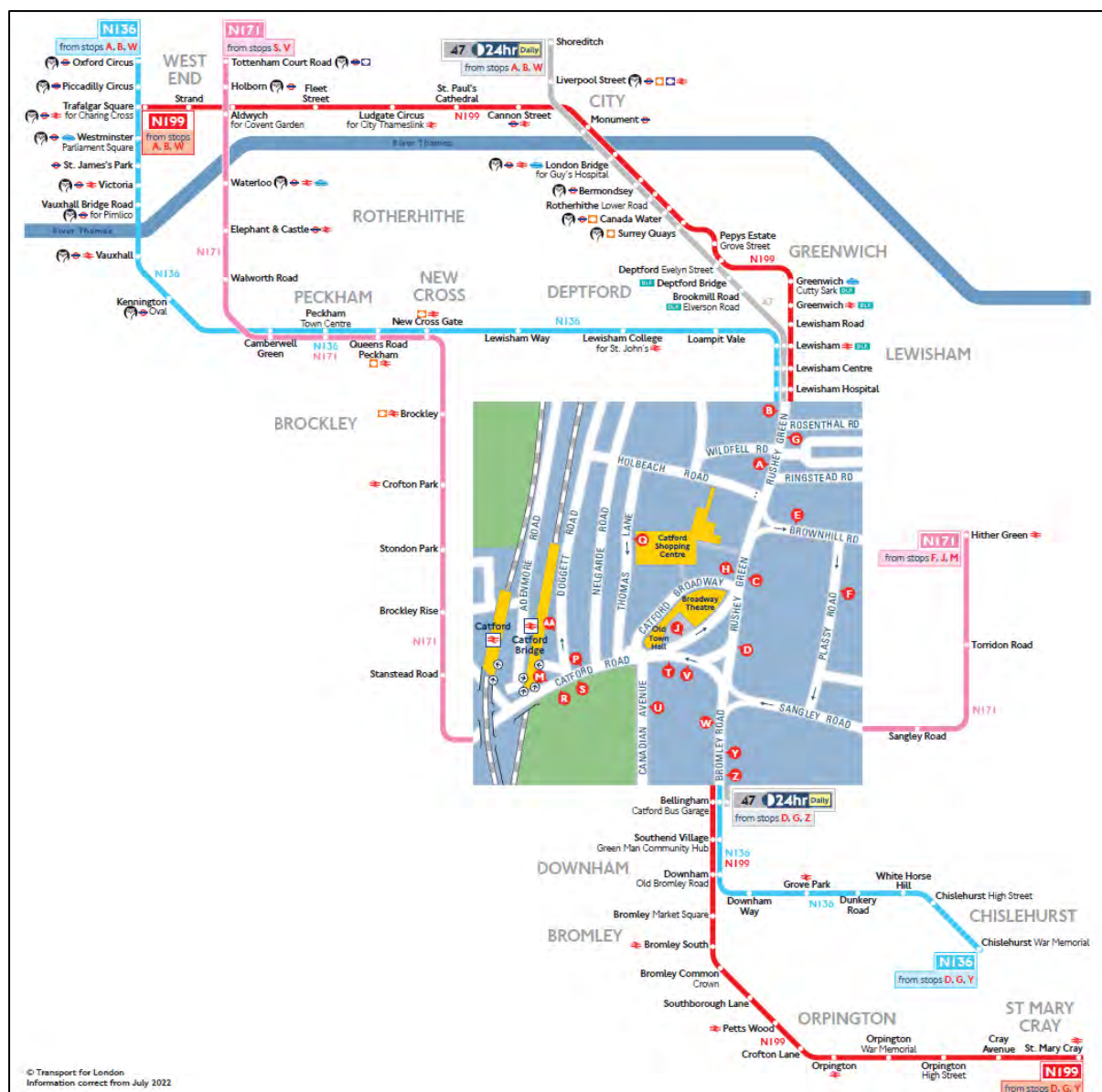


Figure 24 Night buses from Catford

3.48 Together, these day time routes amount to around 180 buses per hour moving along the A21 and A205. Large numbers of people use these services for travel to and through Catford Town Centre. For instance, the Laurence House bus stops are used by over 1,700 passengers in the morning peak period (7am to 10am) and by over 1,870 passengers in the evening peak (4pm to 7pm)³⁰.

3.49 However, bus performance, in terms of journey time and reliability, is poor. As a result, sustainable transport choices are not appealing for many current journeys, despite a higher potential than the London average. This led to the identification by TfL’s Bus Action Plan of the roads around Catford, including the A205, as ‘very high priority’ for improving bus performance.

³⁰ Data from the 12 months to November 2019

3.50 Local bus stop facilities are generally good, with most stops having shelters and seating, although in some cases their presence then restricts the passage to pedestrians using the footways, due to their limited width.

3.51 The table below shows the bus stops and services within the red line boundary.

Table 2 Bus Stops within the red line

Road	Bus Stops	Bus Stop Facilities	Bus Routes
Catford Road	M, R, S, P, T, V, J	M – Shelter/Seating R – Shelter/Seating S – Shelter/Seating P – Flag only T – Shelter/Seating V – Shelter/Seating J – Shelter/Seating	1 24, 1 81 , 202, 284, NI 71 , 75, 1 71 , 1 85, 1 60, 320, 336
Canadian Avenue	U	U – Shelter/Seating	336
Rushey Green	A, C, D, G, H	A – Shelter/Seating C – Flag only D – Shelter/Seating G – Shelter/Seating H – Flag only	47, 54, 1 36, 1 99, 208, NI 36, NI 99, 75, 1 85
Bromley Road	W, Y, Z	W – Shelter/Seating Y – Shelter/Seating Z – Shelter/Seating	47, 1 71 , 1 99, 660, 54, 1 36, 208, 320, NI 36, NI 99, 336
Plassy Road	F	F – Shelter/Seating	1 24, 1 60, 1 81 , 202, 284, 660, NI 71
Brownhill Road	E	E – Shelter/Seating	202, 660

Rail Services

3.52 Catford Bridge and Catford railway stations are just outside of the red line boundary at the A206 South Circular. They are also within approximately 1 00m of each other.

3.53 Catford Bridge provides Southeastern services towards Charing Cross, Waterloo, London Bridge and Hayes (Kent). There are around four trains an hour between Central London and Southeast London.

3.54 Catford provides Thameslink and Southeastern services towards St. Pancras, West Hampstead, Elephant & Castle, Orpington, Welwyn Garden City (Hertfordshire) and Sevenoaks (Kent). Catford has two trains an hour towards Hertfordshire, two towards Kent, two towards Orpington and two towards Central London (additional to the two towards Hertfordshire). London Bridge

can be reached between 11 - 14 minutes, and Lewisham in approximately five minutes.

3.55 There are no London Underground stations near the site, although naturally the rail and bus services detailed above give access to the London Underground, London Overground and DLR services in the wider network.

Local Highway Network

3.56 Catford town centre is at the intersection of two A roads which are part of the Transport for London Road Network (TLRN), namely the A21, which operates north-south, and the A205 South Circular which operates east-west. The TLRN corridors are as follows:

- Rushey Green: A21 North
- Bromley Road: A21 South
- Catford Road: A205 West
- Brownhill Road: A205 East

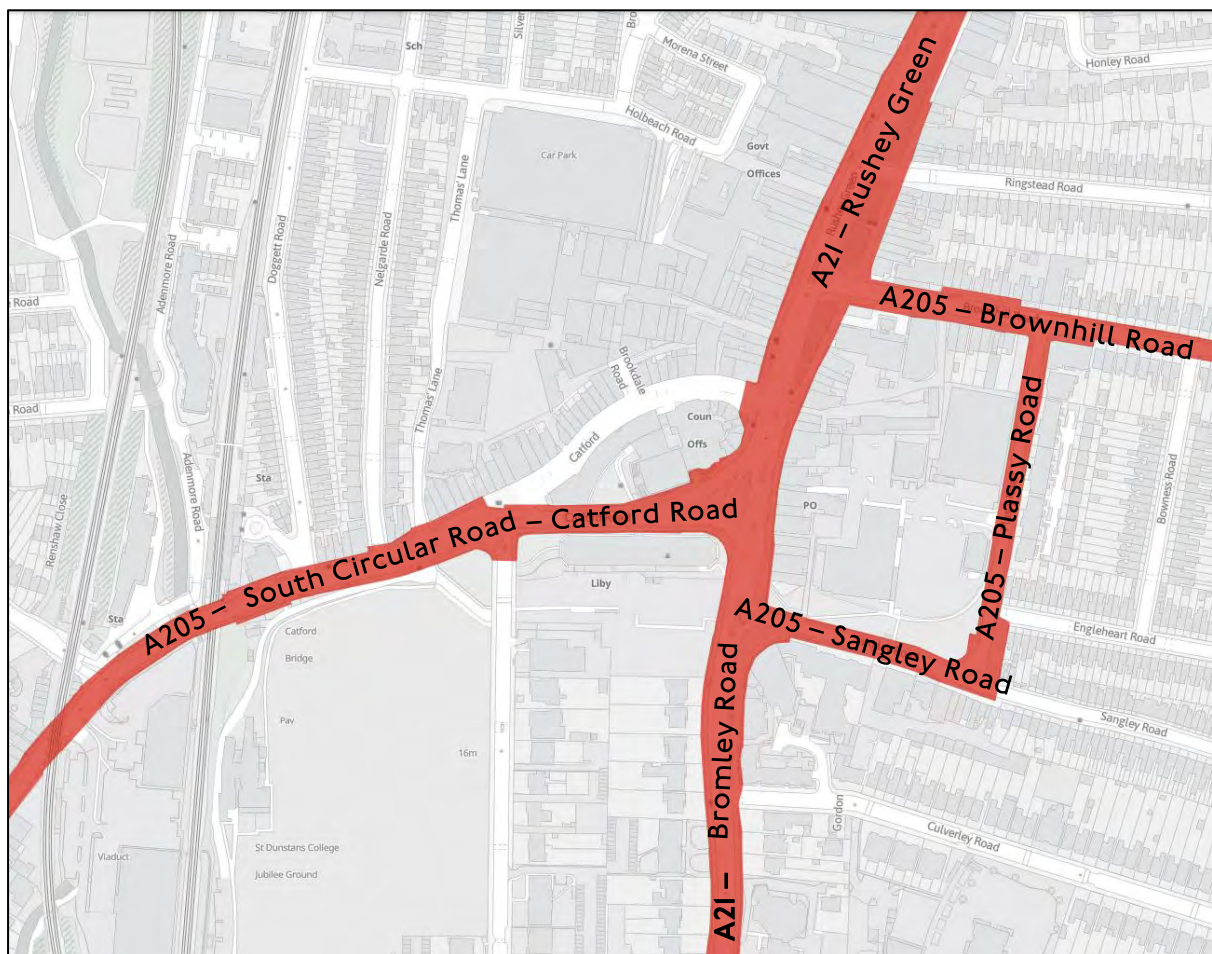


Figure 25 Extent of the TLRN around the site

3.57 TfL is the Highway Authority for these main roads, which are subject to ‘red line’ waiting and parking restrictions. A number of loading bays are available on all roads.

3.58 Catford Broadway, Canadian Avenue, Honley Road, Wildfell Road, Patrol Place, Ringstead Road, Englehart Road, and Fordmill Road all form part of the local highway network for which LB Lewisham is the Highway Authority.

3.59 The local roads around the site are subject to local Controlled Parking Zone (CPZ) restrictions. These are illustrated below. Much of the rest of the area is subject to controls as private roads or to which there is no vehicle access (such as Mountsfield Park).

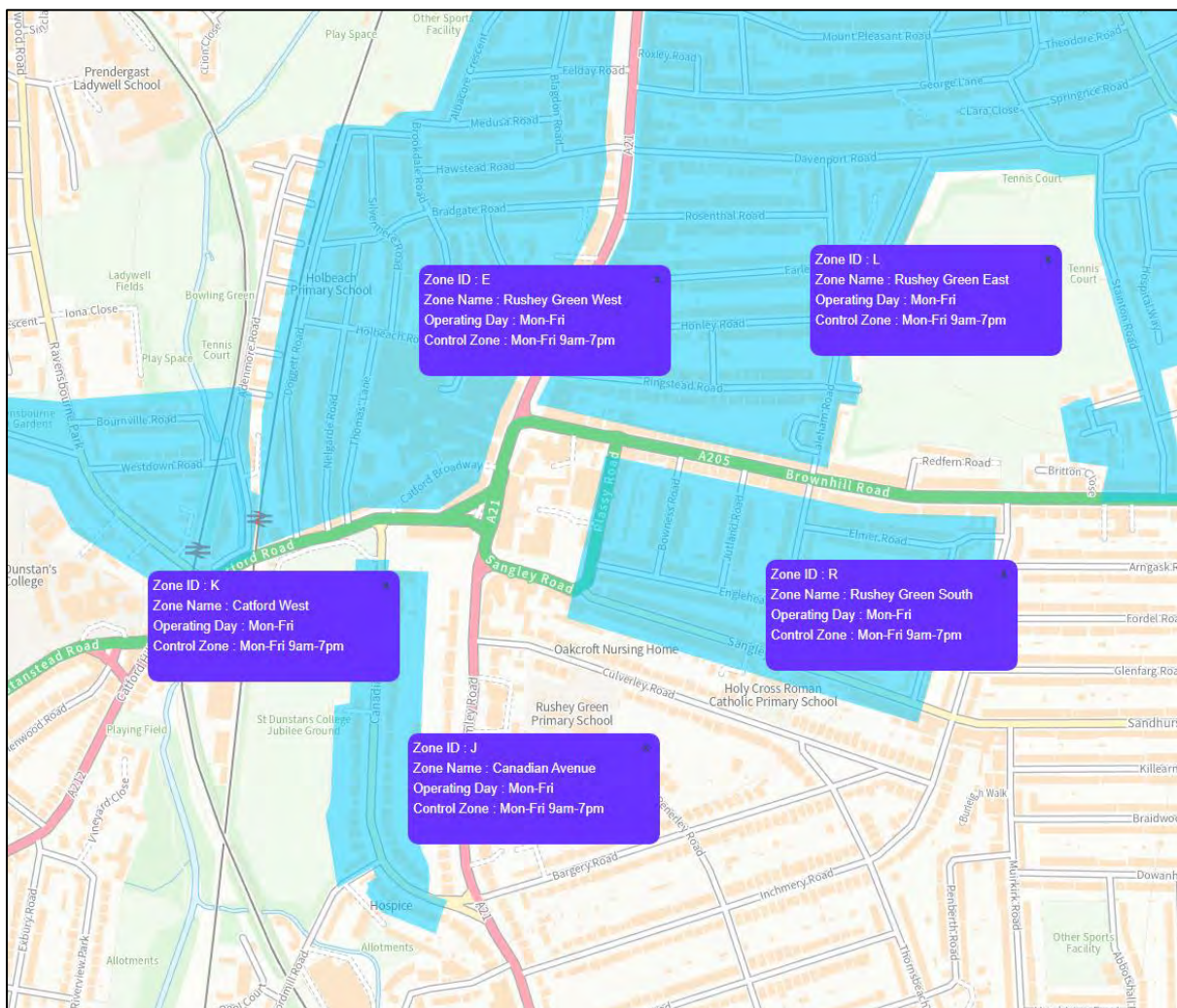


Figure 26 Local CPZs in and around Catford

Road Safety

3.60 Personal Injury Collision (PIC) data for the most recent five years up to and including June 2023 near the site has been analysed.

- 3.61 As noted earlier, the site is located at the convergence of two A roads forming part of the TLRN. As a result of the high traffic volumes typical of roads of this nature, higher collision figures than the average for all roads and locations should be expected **Error! Reference source not found.**
- 3.62 Nonetheless, TfL aims, as noted, to achieve Vision Zero by 2041, and is therefore working to eliminate all serious and fatal collisions from London roads by then.
- 3.63 Over the 60 months analysed, 173 PICs were recorded in the study area. Of these, 153 (88.4%) resulted in slight injuries and 20 (11.6%) resulted in serious injuries. In total, there were 206 casualties. There were no fatal collisions in the study area. The figure for PIC is lower than the total casualties as a PIC could include multiple casualties in a single incident.

Table 3 Casualties in the study area

		Slight	Serious	Fatal	Total	Notes
2018	July - Dec	15	11	0	26	
2019	Jan - June	18	3	0	21	
	July - Dec	24	1	0	25	
2020	Jan - June	10	3	0	13	COVID restrictions
	July - Dec	23	0	0	23	COVID restrictions
2021	Jan - June	21	2	0	23	COVID restrictions
	July - Dec	21	2	0	23	COVID restrictions
2022	Jan - June	8	2	0	10	
	July - Dec	23	3	0	26	
2023	Jan - June	14	2	0	16	
Total		177	29	0	206	

- 3.64 It is acknowledged that COVID-related restrictions will have likely affected the statistics above; removing the two years (approximately) that have been affected by such restrictions, the 60 months analysed would still provide three years' worth of collision data not impacted by COVID restrictions. In any event, a more comprehensive PIC assessment was carried out as part of the Business Case for this project, revealing a higher concentration of collisions compared to many other areas in London.
- 3.65 A plot of the PICs and their geographical distribution in the study area is reproduced as follows. With the exception of one PIC (slight) which occurred on Canadian Avenue, all other PICs occurred within the 'main' part of the red line boundary (A205 / A21).

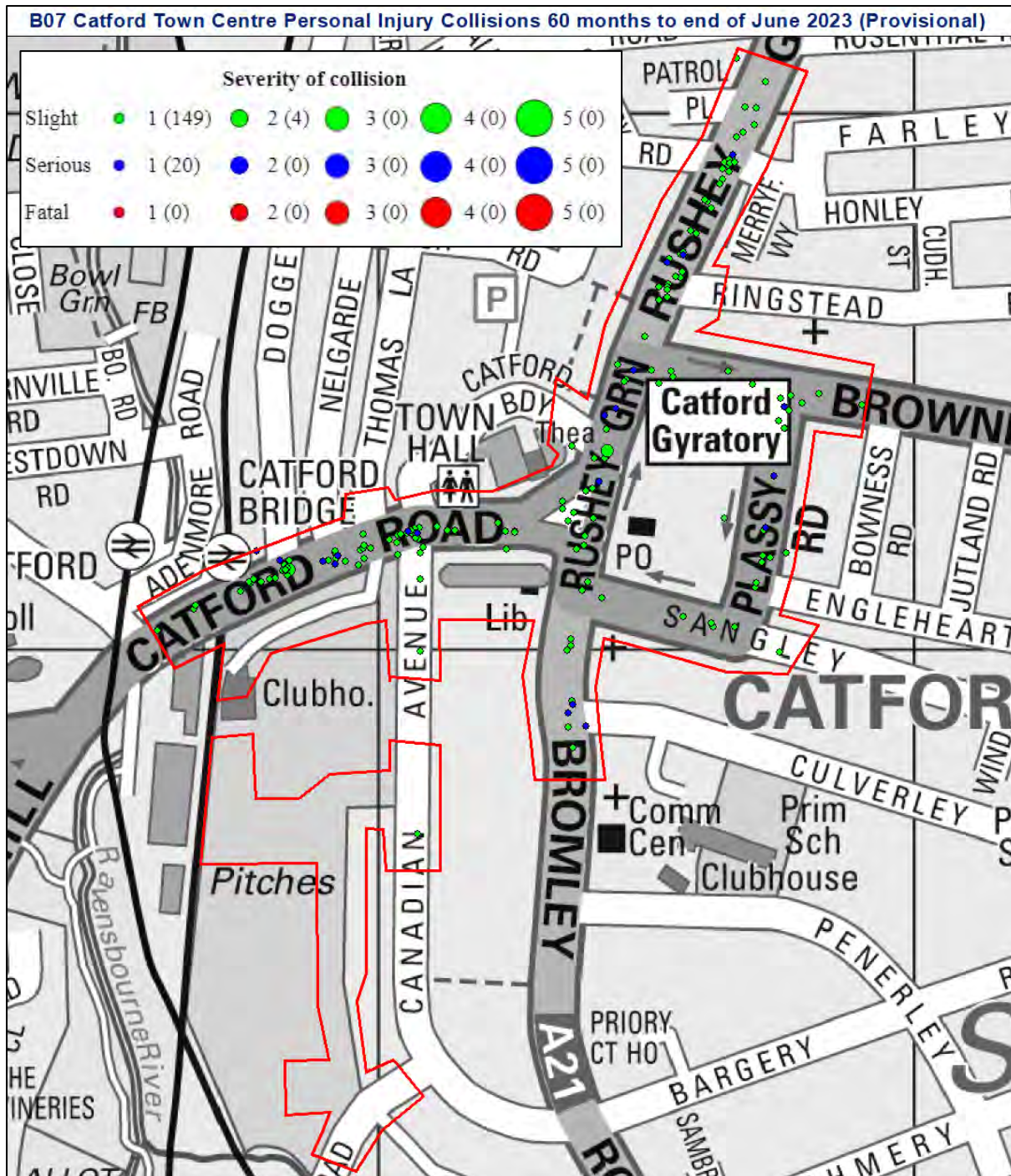


Figure 27 Personal Injury Collisions (all severities)

3.66 The distribution of PICs is relatively even across the A205, with some concentrations around the junctions. In line with the Vision Zero approach, the focus of this review will be put on PICs involving serious injuries (noting the absence of fatal PICs).

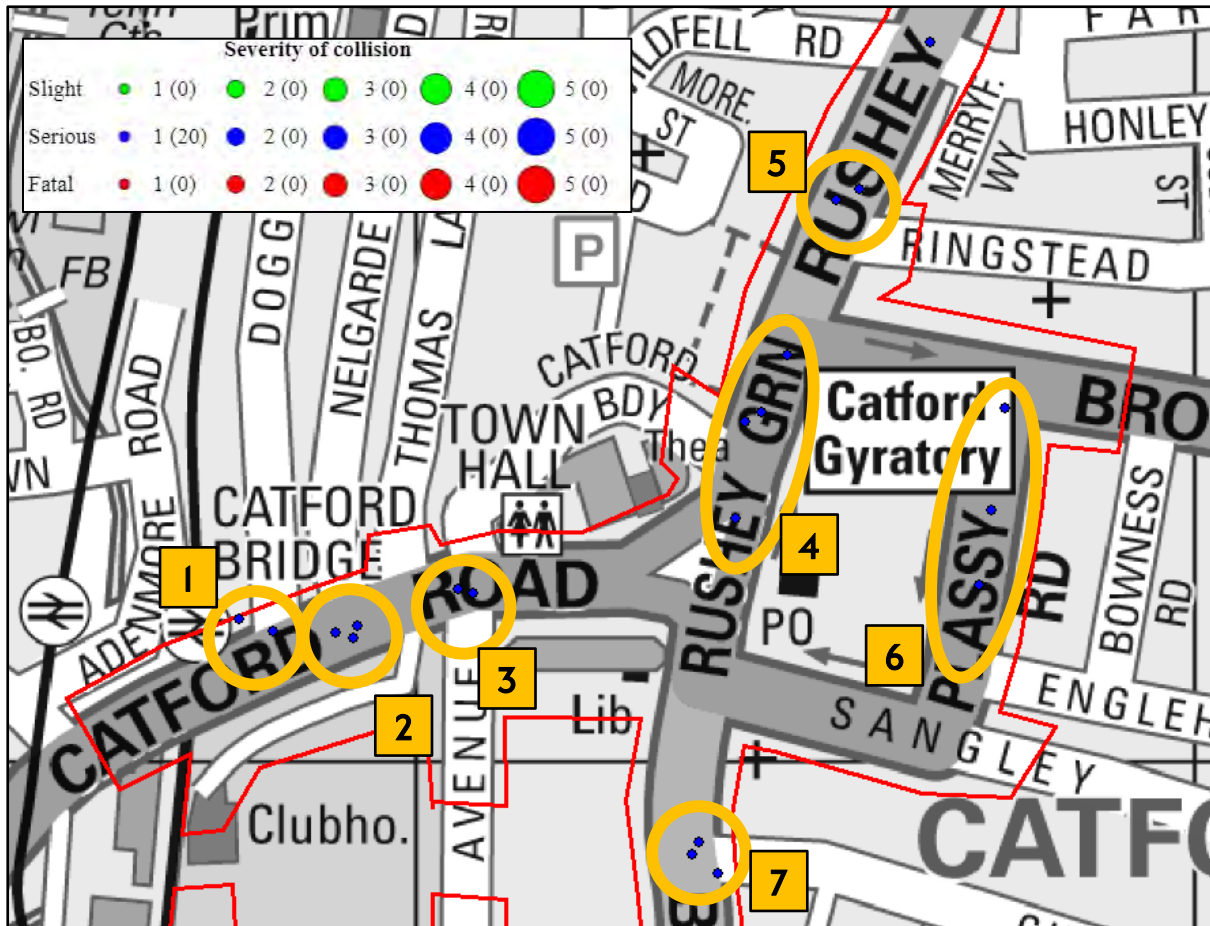


Figure 28 Personal Injury Collisions (Serious Injuries only), and clusters

3.67 Clusters of serious PICs have been identified in the following areas (as illustrated above).

Table 4 Clusters of PICs leading to serious injuries

Location		PICs	Notes
1	Junction of Catford Rd with Doggett Rd	2	A total of three casualties, of which two were pedestrians and one a cyclist. No apparent link between the PICs, beyond noting the absence of pedestrian crossings.
2	Junction of Catford Rd with Nelgarde Rd	3	A total of three casualties, of which one was a pedestrian and one a cyclist. No apparent link between the PICs.
3	Junction of Catford Rd with Canadian Ave	2	A total of two casualties, of which one was a cyclist and one (involved in the other PIC) a pedestrian wishing to cross the road outside a designated crossing point. No apparent link between the PICs.
4	A205 Rushey Green (southern section)	4	A total of five casualties, of which four were pedestrians (one being a child). No apparent link between the PICs, beyond noting the absence of pedestrian crossings and speeding being a contributing factor.

	Location	PICs	Notes
5	Junction of Rushey Green with Ringstead Rd	2	A total of two casualties, both pedestrians (and elderly). No apparent link between the PICs, beyond noting the absence of pedestrian crossings.
6	Plassy Rd	3	A total of ten casualties, of which one was a pedestrian and eight were bus passengers. No apparent link between the PICs.
7	Junction of Bromley Rd with Culverley Rd	3	A total of three casualties, of which one was an elderly woman driving a mobility scooter, and one a cyclist (on different PICs). No apparent link between the PICs.

3.68 While noting the difficulty in identifying common causation factors in each cluster, as presented above, looking at the area as a whole, it is apparent that a high percentage of pedestrian and cycle casualties was recorded.

3.69 The analysis has focused on serious PICs but it is worth noting that 43 further slight PICs involved pedestrian casualties, in the five years and study area analysed. Cyclists involved in slight PICs were 21 .

3.70 Combined, these account for 37.4% of all casualties, and 55.2% of those with serious injuries. As noted in the table above, the results are partially skewed by the presence of one collision that led to 8 bus users being affected (this is 27.6% of the total casualties in PICs classified as serious).

Table 5 Number of casualties, by mode

Mode	All PICs		Serious PICs only	
Bus Or Coach*	20*	9.7%	8*	27.6%
Car	69	33.5%	0	0.0%
Goods Vehicle	2	1.0%	0	0.0%
Other Vehicle	4	1.9%	2	6.9%
Pedal Cycle	27	13.1 %	6	20.7%
Pedestrian	50	24.3%	10	34.5%
Powered Two- Wheeler	33	16.0%	3	10.3%
Private Hire	1	0.5%	0	0.0%
	206	100%	29	100%

* eight of these (therefore all the serious ones) were related to the same PIC

3.71 Overall, the analysis has revealed a number of clusters of PICs in the town centre, and a high percentage (more than half) of collisions involving pedestrians or cyclists. In some cases, pedestrians were crossing the roads outside designated crossing areas, revealing the presence of desire lines with no crossings that have led to PICs in the past.

3.72 The elimination of serious (and fatal) collisions from the road network, and more generally the improvement of the road safety in Catford town centre will be one

of the key aims of the proposed development, and this analysis demonstrates that improving safety for those walking and cycling should take the highest priority in any improvement works.

4. The Proposed Development

4.1 The proposal involves the following:

- Conversion of the existing A205 South Circular one-way gyratory system around Plassy Island to two-way working
- Re-alignment of the A205 approach from the west (taking a strip of land on the northern edge of St Dunstan's playing fields) and re-routing it through the existing car park to the south of Laurence House
- Making provision for the creation of a series of interlinked public spaces by the LB of Lewisham on the existing alignment of Catford Road east of Thomas Lane
- Highway improvements to enhance accessibility, safety and comfort for pedestrians and cyclists; protect bus journey times and reliability; and maintain the strategic function of the South Circular
- Comprehensive landscaping and public realm improvements, including the introduction of sustainable urban drainage
- Provision of a replacement access route to the St Dunstan's College Jubilee Ground sports fields from Canadian Avenue and Fordmill Road

Aim

4.2 The proposal provides the following improvements:

- Enables the transformation, into a welcoming public realm, of the currently hostile space that segregates Laurence House from Catford Broadway and Catford's commercial core
- The widening of more than 450m of footways, including along the A205 at key locations such as the western approach to the town centre.
- Improvements to wayfinding and the creation of 20 improved controlled crossings on desire lines, including the provision of a new wider crossing serving Catford Bridge Station
- Delivery of 750m of segregated cycle tracks and improved crossing arrangements
- Introduction of bus priority measures, with 700m of dedicated bus lanes in the proposed scheme, and the relocation of bus stops in response to the highway realignment
- Streamlining traffic flows to minimise queuing within the town centre and improve the general ambience for pedestrians and cyclists
- Comprehensive landscaping works to create a greener town centre, incorporating sustainable urban drainage measures. This includes extensive

tree/shrub planting, new rain gardens, planters and tree pits and the use of permeable surfacing on cycle lanes and footways.

- Provision of more integrated and welcoming green spaces on Rushey Green, including the introduction of natural landscape features



Figure 29 Proposed development (preliminary design)

Note: layout above is for illustrative purposes only and may differ slightly from submitted plans

4.3 As noted in the Policy section of this TA (Chapter 2), making roads safer for everyone is vital to achieve a sustainable transport network and forms a key part of the Mayor's Vision Zero goal of eliminating death and serious injury on the capital's transport network. It is also at the basis of Lewisham's Local Plan and more generally all transport policies, including those in the NPPF.

4.4 Including those already mentioned above, the overall aims of the project include to:

- Improve safety for vulnerable road users by providing additional, improved crossings, wider footways where possible and new segregated cycle routes

- Increase active travel by providing segregated cycle facilities, improved way-finding and improved walking and cycling links, such as to Catford Bridge station
- Support travel by sustainable modes by protecting bus journey times and reliability through the town centre
- Contribute to the creation of a greener and more climate--resilient town centre by planting trees, landscaping and introduction of a Sustainable Drainage Scheme
- Support economic growth and the viability of the emerging town centre development proposals

Strategic and Local Highway Network

4.5 With regard to the road network, there are two key changes associated with the proposed development. These will trigger the transformational change within Catford and are illustrated as follows.



Figure 30 Schematic of proposed changes to the road alignments and gyratory system

Note: indicative, not to scale alignment and for illustrative purposes only. Refer to appended plans.

4.6 The first key change proposed is the realignment of the A205 South Circular / Catford Road, approximately between its junctions with Doggett Road (just east of Catford Bridge railway station) and the A21 Bromley Road.

4.7 The new alignment would go through the existing car park south of Laurence House, then forming a signalised crossroads with the A21 and Sangley Road to the east. The redundant sections of the A205 and Canadian Avenue, respectively

north and west of Laurence House, would then be closed to motor-vehicle traffic. The longer-term ambition is for these sections to be part of Catford town centre regeneration scheme, to be put forward by LB Lewisham in due course (not part of this planning application).

- 4.8 The removal of motor-vehicle traffic from the redundant sections of roads would create a largely car free town centre west of A21 . The existing alignment of Catford Road would then become a pedestrian and cycle route and public realm creating much improved access on foot and cycle to shops, leisure facilities and other local amenities.
- 4.9 The second key proposed change is the replacement of the one-way gyratory system around the A205 and A21 . All roads will be made two-way for all vehicles. The A205 and the A21 will keep their strategic function as part of the TLRN.
- 4.10 Other changes to the road network would include alterations to the side roads, such as inclusion of raised tables at a number of junctions (Nelgarde Road, Thomas' Lane, Ringstead Road), with the aim to increase road safety and encourage walking and cycling (in line with the Healthy Streets Approach and Vision Zero).
- 4.11 The scheme also includes the inclusion of a one-way restriction on Nelgarde Road (northbound, with a left turn only from Catford Road).
- 4.12 TfL also proposes to reduce the speed limit for vehicles on the stretches of TfL roads (A205 and A21) within the scheme to 20mph where this has not already taken place. Collision data shows that the speed at which people are driving or riding is the single most important factor in whether a collision takes place and how severely people are injured. Reducing speed has been shown to both reduce the number of collisions, and the severity of injuries for anyone involved in any collisions that do still occur.



Figure 31 Proposed 20mph to accompany the realignment (some already implemented)

Details of proposals for selected users and areas

Walking

4.1.3 The proposals aim to make Catford town centre a more comfortable place to get around for those on foot. The proposed changes include:

- Wider footways between Catford Bridge Station and the town centre
- A new signal-controlled pedestrian crossing over Catford Road near Catford Bridge station, to replace the existing subway (which will be removed)
- New signal-controlled pedestrian crossings over Catford Road near Thomas Lane, over Canadian Avenue and over Plassy Road at Sangley Road junction
- Improved signal-controlled pedestrian crossings in the town centre on Rushey Green and Brownhill Road
- New signal-controlled pedestrian crossings on all arms of the new junction at Catford Road, Sangley Road and Bromley Road
- Simplifying the signal-controlled junction of Rushey Green and Brownhill Road to introduce new 'straight across' pedestrian crossings to make crossing the A21 Rushey Green easier for pedestrians.

Cycling

4.1 4 One of the aims of the proposed development is to improve cycle accessibility to, from and through Catford town centre. New and improved facilities, such as improved crossings and cycle routes compliant with LTNI /20³¹ are at the core of the proposed development. A plan showing the future cycle network is provided in the following figure.

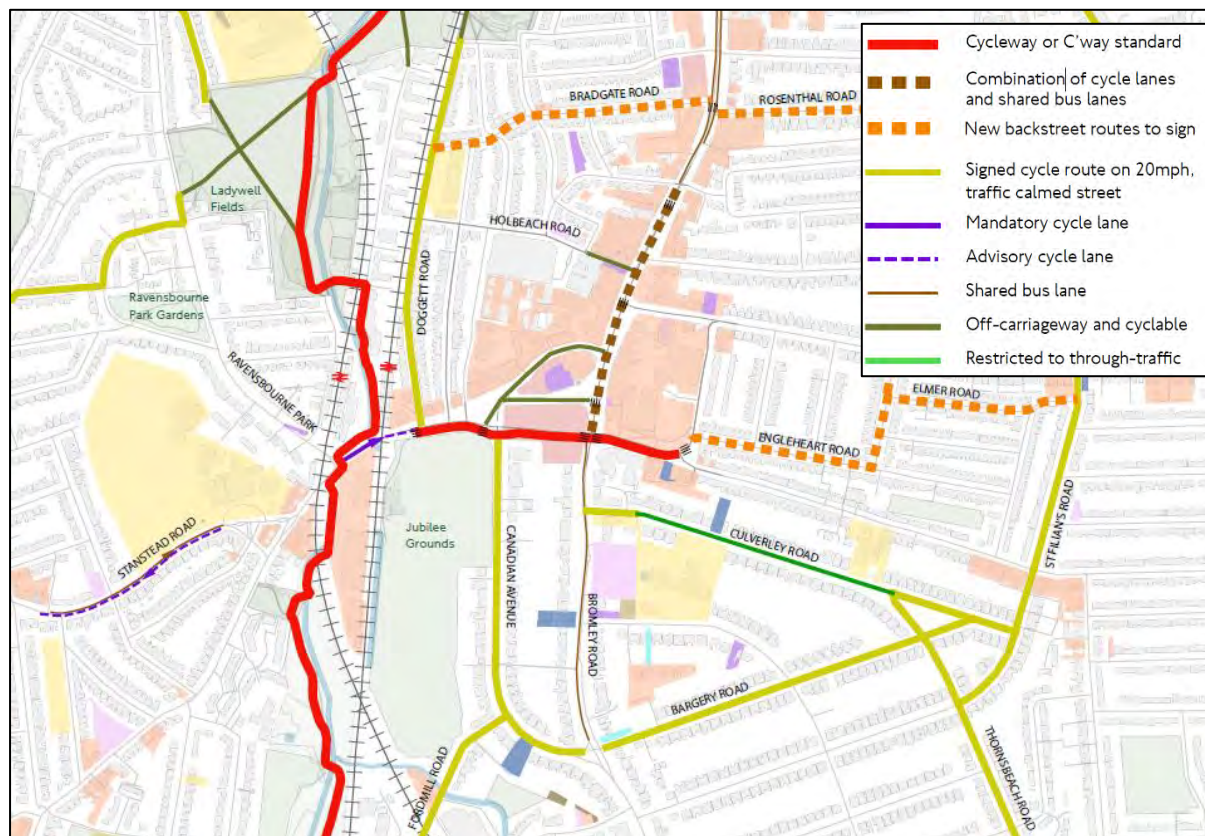


Figure 32 Cycle network including proposed routes

4.1 5 The new section of the A205 South Circular (Catford Road) would feature a new two-way segregated cycle lane along its south side.

4.1 6 The proposals also include improvements for cyclists through the town centre:

- New segregated cycle lanes along Rushey Green between Catford Road and Brownhill Road and southbound between Honley Road and Brownhill Road – new bus stop by-passes for cyclists will provide a continuous route, whilst also ensuring a safe and pleasant environment for bus passengers
- A wider northbound bus lane on Rushey Green between Brownhill Road and Wildfell Road which will better accommodate cyclists
- New segregated cycle lanes on the southern side of Sanglely Road
- New toucan crossings to allow cyclists to more easily cross main roads

³¹ Cycle Infrastructure Design: Local Transport Note 1/20, Department for Transport, July 2020

- Advanced Stop Lanes and signalised early release for cyclists at the new junction of Catford Road, Sangley Road and Bromley Road
- 4.17 Cycle parking will be included in the next stage of design and is to be incorporated with the urban realm improvements for the TLRN and new public realm space on the former alignment of Catford Road.
- 4.18 Segregated cycle lanes have been included in the proposed development along sections of Catford Road, Rushey Green and Sangley Road.
- 4.19 Bus stop bypasses have also been included to establish secure cycling amenities along bus routes. This strategy eliminates the need for cyclists to navigate past traffic when overtaking a bus at a bus stop. This design component is key in encouraging cyclists with less confidence who might otherwise be hesitant to cycle on the carriageway.
- 4.20 Access to and egress from segregated and shared cycle infrastructure will be encouraged through the inclusion of:
- Dropped kerbs
 - Signage
 - Tactile paving
 - Lowering of speed limits
- 4.21 These measures align with TfL's London Cycling Design Standards³² and LTN 1/20.

Public Transport

- 4.22 As a result of the realignment of the A205, and of the removal of the one-way gyratory system around Plassy Island, the proposed development would also include the relocation of some bus stops in the town centre. This would simplify the existing complex network of stops, improving interchange and the legibility of bus services.
- 4.23 The proposed changes to bus stops in and around Catford Town Centre are illustrated in the following figure.

³² Transport for London (2014). London Cycling Design Standards

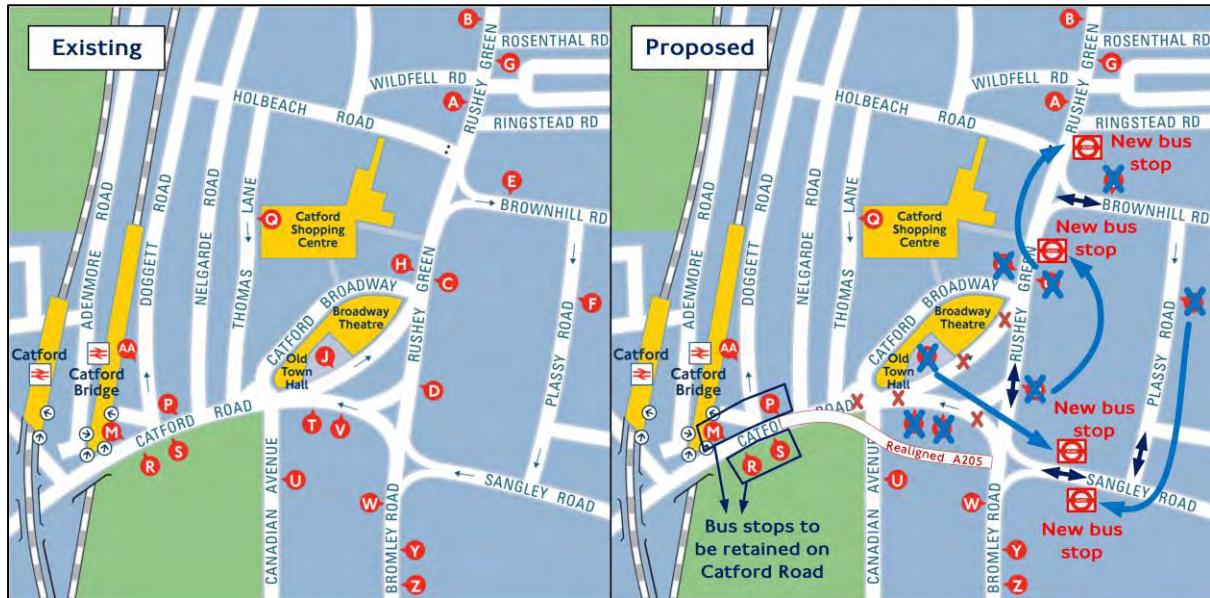


Figure 33 Schematic changes to the bus stops

4.24 Bus lanes will be widened where possible, and we will introduce a system of traffic signal control which automatically seeks to optimise, in real time as traffic flows and buses are detected, the signal timings at individual junctions and the link between junctions for the benefit of buses, where this can be done without disproportionate impact on other traffic. The changes to the bus routes are outlined as follows.

Table 6 Changes to bus routes

Bus route	Summary of change
336	No significant change to route
47 (24h)	Northbound – no change Southbound - Bus stop in Rushey Green relocated
54	
136	
199	
208	
NI 36	
NI 99	
124	Eastbound bus does not have to go round the gyratory and can travel direct to Sangley Rd. Bus will not stop in new section of Catford Rd. Passengers will need to board or alight at Catford and Catford Bridge stations or in Sangley Rd.
160	
181	
284	
NI 71	

Bus route	Summary of change
75	East-/northbound - Bus will not stop in the new section of Catford Rd nor at Stop H (which is to be removed). Passengers will need to board or alight at Catford and Catford Bridge Stations or in Rushey Green at Stop A
185	South- / westbound – Bus will not stop in the new section of Catford Rd. Passengers will need to board or alight at Catford Stations or at the relocated stop C on Rushey Green north of Brownhill Rd
171	Bus will not stop in the new section of Catford Rd. Customers will need to alight at Catford and Catford Bridge stations or in Bromley Rd.
202	East and westbound buses will run on same route. Bus will not need to travel round the gyratory and will run directly between Catford Rd and Catford Rd in both directions. Bus will not stop in the new section of Catford Rd, passengers will need to board or alight at Catford and Catford Bridge stations or Sangley Rd.
320	Eastbound bus does not have to go round the gyratory and can travel direct to Bromley Rd Bus will not stop in new section of Catford Rd. Southbound passengers will have to board in Thomas Lane or Bromley Rd Northbound passengers will need to board or alight at Catford and Catford Bridge stations or in Bromley Rd.

Works around Laurence House

4.25 As noted, the re-aligned A205 would go through an area south of Laurence House currently used as a car park. The impact associated with the loss of car parking will be set out later in this TA (Chapter 6).

4.26 In addition to the ground floor car park (below, to the left), Laurence House has a basement car park which is used by disabled people, with access via a ramp off Canadian Avenue (below, to the right), immediately south of its junction with the A205 Catford Road.



Figure 34 Existing Laurence House’s ground floor car park and basement access

- 4.27 The new A205 alignment will result in the removal of the northern section of Canadian Avenue (approximately 30m), and this would include the current access to the basement.
- 4.28 An alternative access arrangement to the basement will be provided. The proposed plans illustrate the creation of a new access from the north. This is subject to detailed design and will be developed further once the proposals on the public realm scheme that would replace the redundant sections of road, including the A205 north of Laurence House, become clear.
- 4.29 These proposals will be developed by LB Lewisham as part of the wider regeneration scheme in and around Catford (which, as noted before, is not part of this planning application) and will also include the details of disabled persons' car parking and servicing.

Works at St Dunstan's College Jubilee Ground

- 4.30 The realigned A205 would incorporate a small section of the St Dunstan's Jubilee Ground at the existing vehicle access to the sports ground on Canadian Avenue. The scheme relies on the acquisition of the land and cannot proceed without it.
- 4.31 Discussions between TfL and St. Dunstan's have been ongoing since mid-2022 for the acquisition of the land and rights required for the scheme and associated works, including the construction works. TfL has engaged with St Dunstan's on the proposed accommodation works to ensure the impact of the scheme on the use of the ground is either minimised or beneficial in certain aspects.
- 4.32 TfL has endeavoured to engage with the school to agree the acquisition of the land and rights by private treaty and will continue to do so in the immediate future. However, if TfL cannot agree the acquisition by agreement, then the project will resort to relying on its statutory powers to acquire the land by compulsory purchase.
- 4.33 Two gated accesses will be provided on Catford Road. The first, for pedestrians and cyclists, will be at the eastern end, level with the road. A second, incorporating steps, at the western end, being a like for like replacement of the existing stepped access for pedestrians.
- 4.34 During construction, it is also proposed to provide direct pedestrian and cycle access to the St Dunstan's Jubilee Ground for students and other users of the ground directly from the existing subway access adjacent to Catford Bridge station.

- 4.35 With regard to the vehicular access strategy, two access points will be provided. The first will be a gated vehicular access point (with associated 6.0m wide internal access road) from Canadian Avenue. The access will be in the form of a simple priority junction. A separate pedestrian gate (leading to a 2.0m wide footway within the site) will be provided too.
- 4.36 To guarantee suitable visibility splays, the new access will be accompanied by a widened footway to replace part of the existing on street parking. Around 42m (typically able to accommodate eight parked cars) of on street permit-holder bays will be removed around the new access on Canadian Avenue, and double yellow lines will be introduced there.
- 4.37 A second vehicular access point, also in this case gated and in the form of a simple priority junction, will be provided on Fordmill Road, where a gate to the site is currently located. An internal access road will be formed, formalising an internal path running along St Dunstan's eastern boundary; it will be 5.5m wide, widening at the junction to enable the manoeuvres of large vehicles, and a 2m-wide footway will also be provided. Speed humps will be provided on the access road. On street footway parking will be removed to ensure visibility at the new access, and double yellow lines introduced.
- 4.38 Within St Dunstan's land, a number of bays, currently anticipated to be eight, will be provided along the access road formed off Fordmill Road. Along the western boundary, a loading bay serving St Dunstan's Jubilee Pavilion will be created to replace the one to the north of the building, replacing an area currently occupied by cycle racks. Replacement cycle stands will be provided immediately south of the Pavilion, within a short distance of the existing ones.

Road Safety Audit

- 4.39 The proposed development was subject to an independent Stage 1 Road Safety Audit (RSA). This and the associated Designer's Response (DR) are appended to this report (Appendix C).
- 4.40 It should be noted that the plans submitted as part of the planning application are only preliminary designs, therefore subject to future iterations (detailed designs) and Stage 2 (and subsequent, as appropriate) RSAs in due course).
- 4.41 It should also be noted that the RSA makes references to future schemes that may come forward separately (by LB Lewisham), subject to the due consultation and planning processes. However, as noted throughout this TA, these are not part of the current planning application for the realignment of the A205/A21 .

5. Healthy Streets

Background

5.1 The Healthy Streets Approach is an evidence-based approach to improve health and reduce health inequalities, which will help Londoners use cars less, and walk, cycle and use public transport more. Ten Healthy Streets indicators have been developed by TfL to assess the street environment, based on Health, Fairness and Active Travel principles. A description of these indicators is provided as follows.

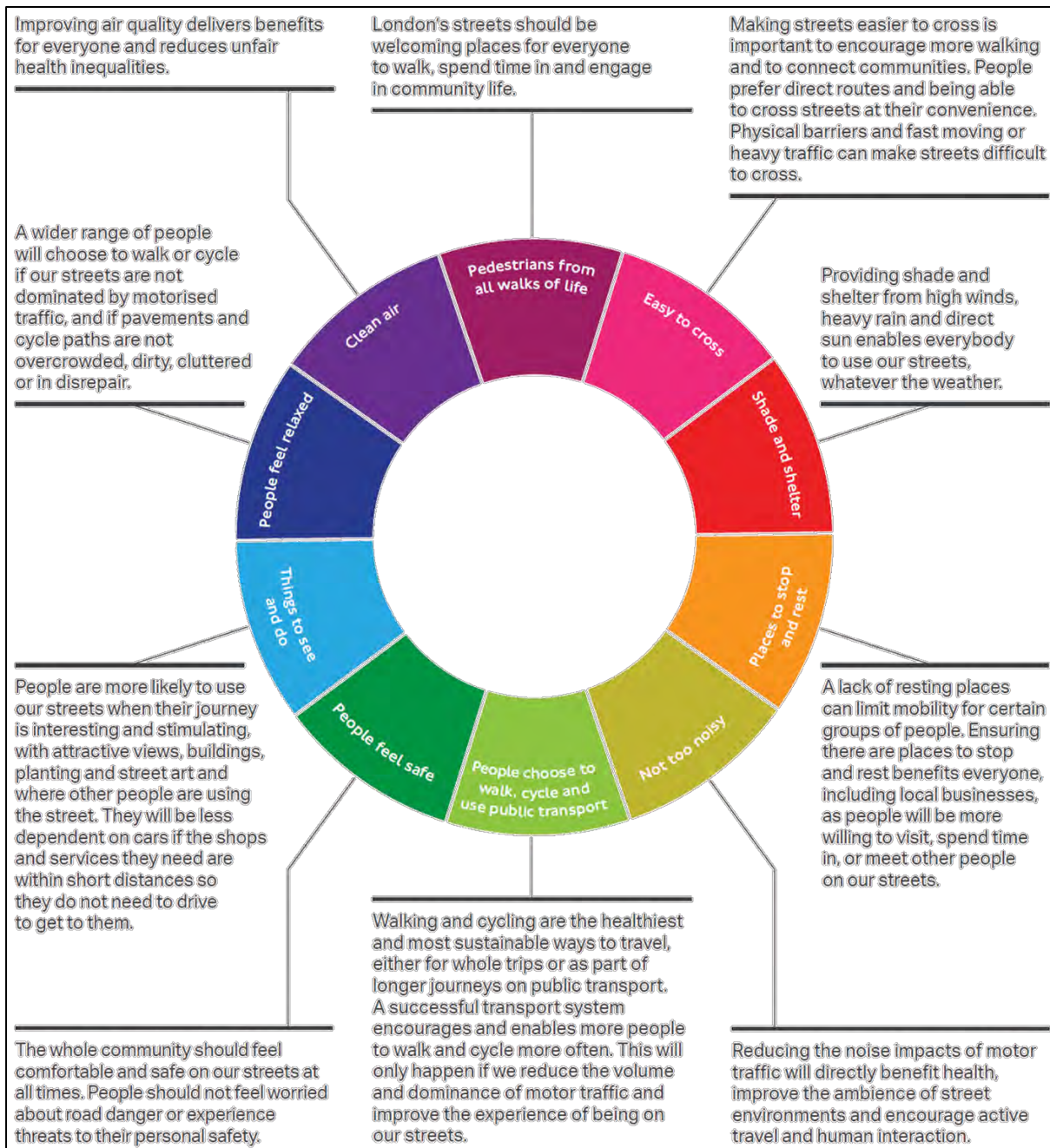


Figure 35 Healthy Streets Indicators (MTS)

- 5.2 Among its objectives, this approach aims to ensure Londoners enjoy the benefits of an active lifestyle through walking or cycling for at least 20 minutes a day (one of the key aims of the MTS). It requires an integrated living plan for the city with most journeys being undertaken on London's streets, aiming to ensure that this environment works for those undertaking journeys by foot, bicycle, and public transport.

Healthy Streets Check for Designers

- 5.3 The Healthy Streets Check for designers ('the Check') is a spreadsheet tool prepared by TfL to support designers in the design process. It has been developed to:

- Support designers to ensure their proposed designs for new schemes deliver improvements, in the round, against the Healthy Streets Indicators (compared with the existing conditions on that street)
- Inform the public how changes to the way streets are laid out result in delivering improvements in line with the Healthy Streets Approach

- 5.4 The Check can be applied to any scheme, but provides the greatest value when applied to schemes that expect to make a significant change to people's experience of the street environment. This clearly is the case for the proposed development.

- 5.5 The Check is a spreadsheet of 31 technical metrics against which a street can be scored. In general:

- The tool is applied to sections of street with uniform form and function
- Routes, areas or networks will be divided into sections that have uniform form and function and the Check applied to each
- The Check is undertaken on the existing and proposed arrangements so that a comparison can be carried out
- The street is assessed for its weakest point against each of the technical metrics. This may result in modest scores for some schemes but enables a consistent and fair evaluation, while ensuring that issues that cannot be designed out are identified
- Once a street has been rated for the metrics in the Check these are converted into a score against each of the 10 Healthy Streets Indicators in a radar plot. This makes it easy to see at a glance the Healthy Street Indicator improvements that the new design will deliver against the current situation on-street

5.6 In line with the above guidance, the site was divided in eight sections, or 'Areas' – the same that were introduced earlier in this TA when describing the baseline. A selection of photographs of each Area during day and night time, focusing on walking and cycling infrastructure, was presented earlier in this TA (within Chapter 3).

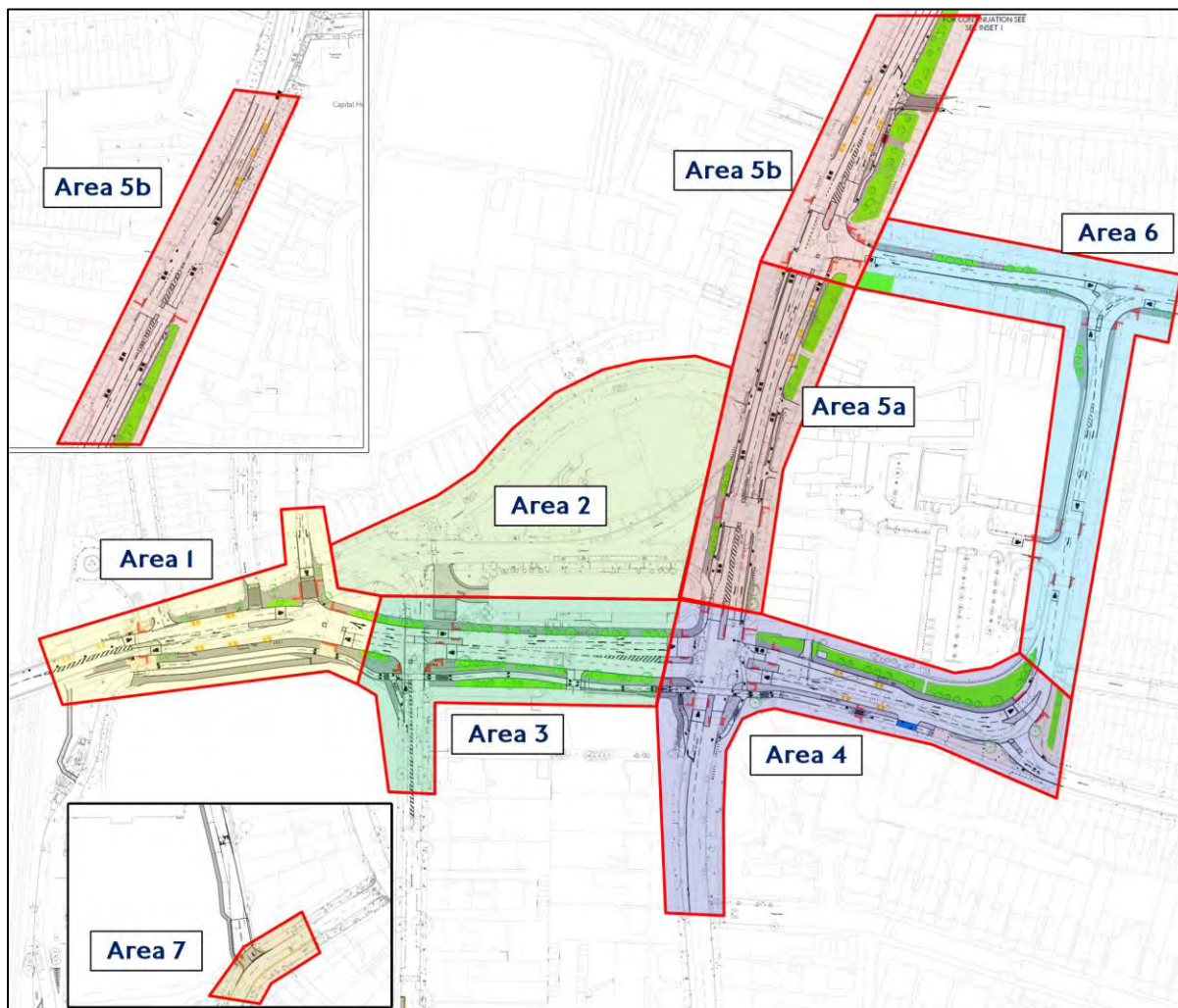


Figure 36 Healthy Streets Check for Designers – Sections/ Areas

Note: layout above is for illustrative purposes only and may differ slightly from submitted plans

5.7 Each section was then assessed against the Healthy Streets indicators, comparing existing and proposed using the criteria available in the spreadsheet. An overall Healthy Streets score, out of 100, was then calculated. The number of zero scores on each section was also recorded.

5.8 The outcome is reproduced as follows.

Table 7 Healthy Streets Check for Designers

Section/ Area		Existing		Proposed		Change	
		Overall Score	Zero Scores	Overall Score	Zero Scores	Overall Score	Zero Scores
1	Catford Rd - western extent of scheme to Thomas Ln (incl.)	46	2	64	2	+18	-
2	Catford Rd (current alignment) - Thomas Ln (excl.) to Rushey Gr (excl.)	56	2	92	0	+36	-2
3	Catford Road - Thomas Ln (excl.) to Rushey Green (excl.)	56	2	71	1	+15	-1
4	Sangley Rd - Rushey Gr (incl.) to Plassy Rd (incl.)	47	5	54	4	+7	-1
5a	Rushey Gr - Catford Rd (excl.) to Brownhill Rd (excl.)	54	3	77	0	+23	-3
5b	Rushey Gr - Brownhill Rd (incl.) to northern scheme extent	49	5	57	3	+8	-2
6	Plassy Rd - Engleheart Rd to Brownhill Rd Brownhill Rd - Rushey Gr to scheme extent	45	5	58	4	+13	-1
7	Fordmill Rd - Canadian Ave to Ravensbourne river	61	1	61	1	-	-

5.9 As can be seen, the proposed development would achieve a significant improvement across the scheme, in terms of Healthy Streets indicators. The improvements to the pedestrian and cycle provision are achieved by:

- Introduction of refuge islands for pedestrians
- Widened crossings
- Removal of redundant street furniture
- Improved footway surfaces
- Simplified street layouts
- New or improved cycle lanes
- New or improved cycle priority
- Shortened crossing distances
- Detectable kerbs on footway changes (with an upstand of no less than 60mm)

- Improved signals including pedestrian countdown
- Implementing crossing signals for vision-impaired people (rotating cones and audible signals)

5.1 0 With the exception of Area 7 (Fordmill Road), with no changes to the score due to the nature of the works in that section (although it should be noted that the removal of footway parking would represent an improvement for pedestrian accessibility), the Check shows that all other Areas will benefit from an improvement from a Healthy Streets perspective.

5.1 1 This is already considered noteworthy given that the proposed development had to balance competing demands, and still cater for its strategic function within the TLRN for general motorised traffic.

5.1 2 The most significant improvements are recorded on:

- Area 2 (+36), mainly due to the complete reallocation of road space on Catford Road (to be realigned south of Laurence House) from motorised vehicles to pedestrian and cycle movements
- Area 5a (+23), as a result of the proposed changes to the road layout on Rushey Green, one of the areas that are currently most dominated by wide carriageways, where pedestrian movements would be facilitated including wide, shorter, straight crossings along desire lines
- Area 1 (+1 8), mainly due to the segregated cycle lanes and inclusion of at grade crossings, especially near Catford Bridge station and the bus stops there and improvements at the side junctions
- Area 3 (+1 5), mainly as a result of the segregated cycle lanes and enhancement of the pedestrian link between Canadian Avenue and Sangley Road (noting the existing 'no pedestrians' sign)
- Area 6 (+1 3), due to the road narrowing, rationalisation of crossings and general reallocation of road space from vehicles to pedestrians, and enhancement of the public realm

5.1 3 Also, the number of zero scores has significantly reduced, from a total of 25 to 15; a reduction of ten. This demonstrates that the proposed development manages not just to improve the pedestrian and cycle environment generally, but also to eliminate ten of the most critical elements of Catford town centre, each and every one of which may represent, even on their own, a barrier to walking and cycling for some people.

5.1 4 Overall, the improvements are indeed considered significant, and quantify the beneficial impact on the walking and cycling environment across the site.

6. Transport Impact

- 6.1 This Chapter will set out the Transport Impacts resulting from the proposed development, both at a strategic and a local level, focusing on each mode in turn. Impacts will be set out either qualitatively, or quantitatively, as appropriate, and will focus on the following aspects:
- Active Travel
 - Buses
 - Highways
 - Parking and Servicing
- 6.2 Impact on Road Safety, the improvement of which was one of the key aims of the proposed development, will be set out throughout the Chapter as it will concern all modes.
- 6.3 The impact on individual properties will be set out at the end of the Chapter, and focus on:
- St Dunstan's College Jubilee Ground
 - Laurence House (within the parking section above)

Active Travel

- 6.4 The main aim of the proposed development is to transform Catford Town Centre from an area dominated by motor traffic to a place that supports pedestrians, cyclists and public transport.
- 6.5 The impact on active travel has been set out in a dedicated Chapter, on Healthy Streets (Chapter 5).
- 6.6 To summarise, to improve permeability for pedestrians and other active travel users, the scheme will:
- Introduce 20 enhanced signal-controlled pedestrian crossings
 - Provide 750 metres of new segregated cycle infrastructure
 - Improve and widen 450 metres of public footways
 - Deliver areas for public realm and public space within the commercial hub of Catford by removing the section of Catford Road between Catford Broadway and Laurence House
- 6.7 Cycle parking to serve the town centre will be included in the next stage of design and is to be incorporated with the urban realm improvements for the

TLRN and new public space on the former alignment of Catford Road. We propose this is secured by condition in any permission.

- 6.8 The review of PIC data has revealed that a large number of collisions, especially those resulting in serious injuries, involved pedestrians or cyclists. The proposed development would tangibly improve the road safety for these categories, and work towards the Vision Zero goal of eliminating serious and fatal collisions from the streets of London by 2041 (also one of the aims of the MTS).
- 6.9 In conclusion, the proposed development would support and encourage mode shift away from the private cars, starting from the elimination of the worst areas within Catford Town Centre (quantified as ten zero scores, as set out in the Healthy Streets Check for Designers) and general, significant improvements in the pedestrian and cycle experience.

Pedestrian modelling

6.1.0 Pedestrian modelling for the Catford town centre has been carried out in LEGION to assess and understand the impact of a proposed layout on pedestrian mobility and safety. The model extent covers Catford town centre and footways along Catford Road, A21 Bromley Road, Sangley Road, Brownhill Road and Rushey Green. Its aims were to:

- Undertake pedestrian modelling to ensure the adequacy of the proposed Catford town centre public space and footway layout; and
- Compare passenger movement along footways and at crossings against the existing layout in order to assess the impact of the proposed layout

6.1.1 The modelling report, prepared by AECOM, is appended to this TA (**Appendix D**), with an outline of its key steps and conclusions summarised as follows. It should be noted that there has been some minor changes in the details of the works since, but the overall conclusions still stand.

6.1.2 Base and Forecast with Development ('Option') scenarios were evaluated using the following criteria:

- Pedestrian Density: Level of Service – Walkways (LoS-W);
- Pedestrian Density: Level of Service – Queueing (LoS-Q);
- Pedestrian Crossing Counts (No. of entities) and
- Pedestrian Journey time (seconds).

6.1.3 Passenger density is categorised in a Level of Service category (A-F) for Walkways (LoS-W) and for Queueing (LoS-Q), ranging from free circulation (category A) to a complete breakdown of the traffic flow (category F).

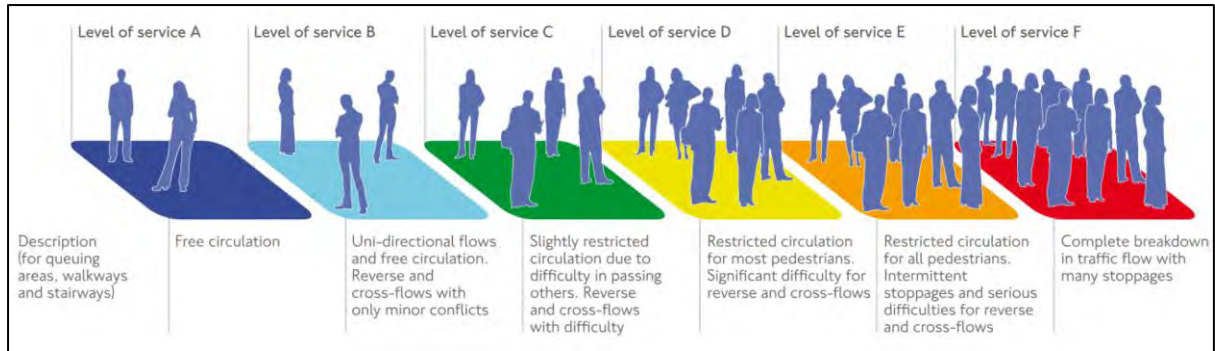


Figure 37 Level of Service categories for Walkways

6.1 4 Bromley Road/ Sangley Road junction pedestrian crossing – significantly reduced the prevalence of walkways LoS-E in the AM Peak and from walkways LoS-E to LoS-D in the PM Peak.

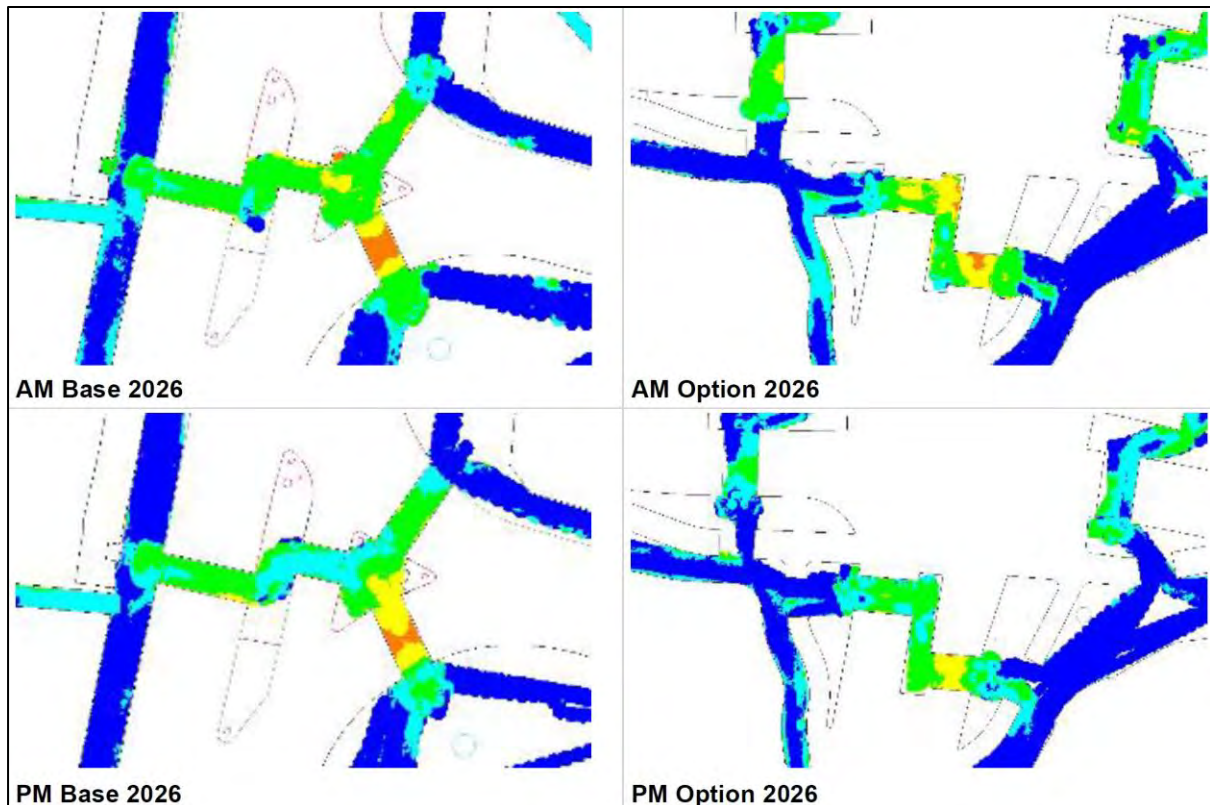


Figure 38 Base and Future (Proposed) LoS at Bromley Road/ Sangley Road junction

6.1 5 Rushey Green/ Brownhill Road junction pedestrian crossing – from LoS-D to LoS-C in both peak periods.

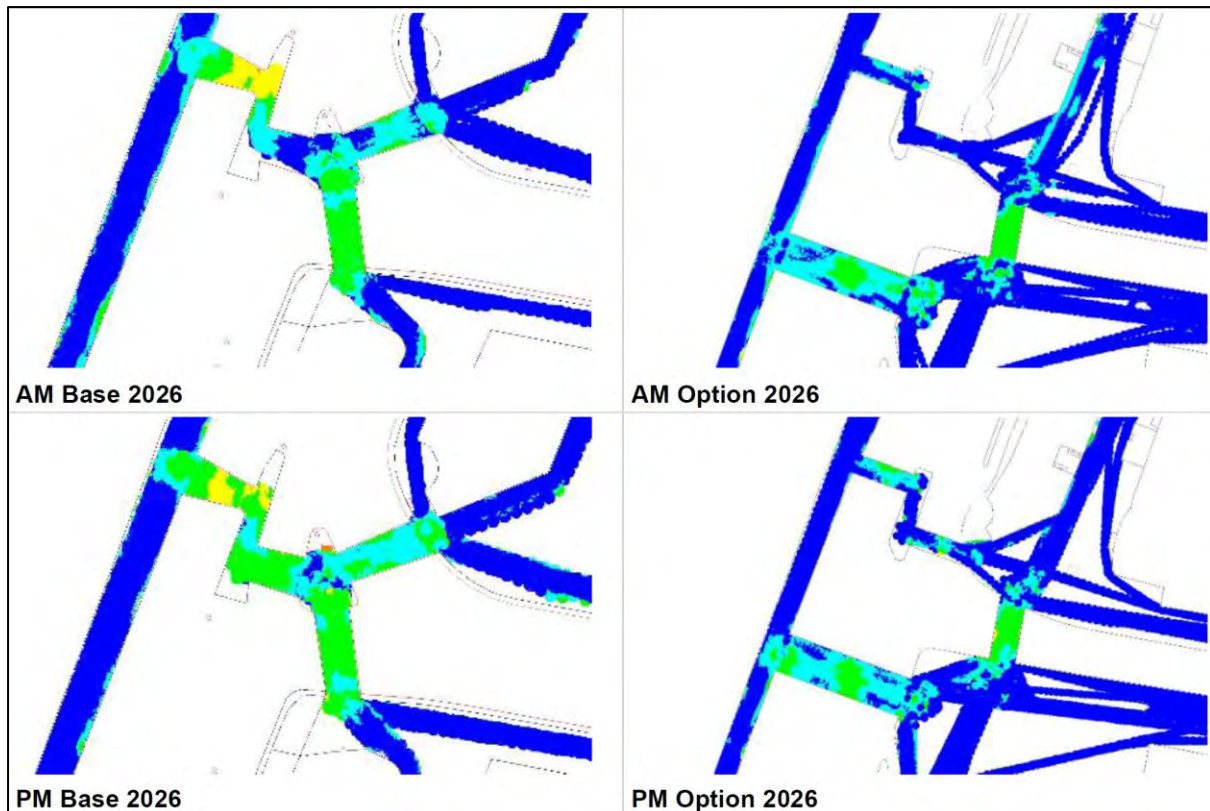


Figure 39 Base and Future (Proposed) LoS at Rushey Green/ Brownhill Road junction

6.1.6 Footway on south side of Catford Road adjacent to Laurence House – from LoS-C to LoS-A in in the AM peak. The PM peak is not illustrated in the modelling report but it is considered that an equivalent improvement could be expected.

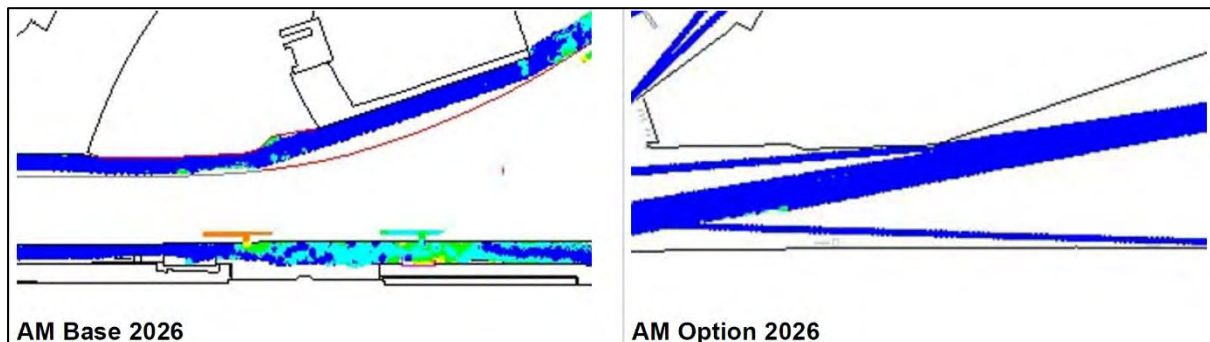


Figure 40 Base and Future (Proposed) LoS on Catford Road adjacent to Laurence House

6.1.7 Footway on north side of Catford Road between Doggett Road and Nelgarde Road – from LoS-B to LoS-A in in the AM peak. Also in this case, the PM peak is not illustrated in the modelling report but it is considered that an equivalent improvement could be expected.

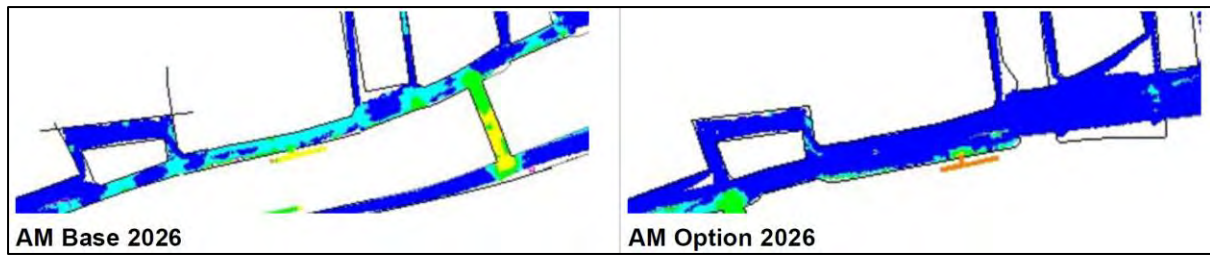


Figure 41 Base and Future (Proposed) LoS on Catford Road between Doggett Road and Nelgarde Road

6.1 8 Furthermore, the proposed layout improves safety at the uncontrolled crossings across Catford Road near Thomas Lane and across Canadian Avenue. As noted, these crossings do not provide any green signal for crossing pedestrians, with the uncontrolled crossing having safety implications for pedestrians currently crossing there.

6.1 9 The above is achieved by introducing a dedicated pedestrian crossing phase, but also results in a significant reduction in the number of pedestrians crossing the carriageway at these equivalent locations:

- Catford Road: -56% reduction in the AM peak and -39% reduction in the PM peak
- Canadian Avenue: -1 3% reduction in the AM peak and -1 2% reduction in the PM peak

6.20 This reduction is attributed to the realignment of Catford Road and replacement of the existing highway with public realm through which pedestrians can walk without crossing a road. This particularly applies on east-west routes to and from the area to the west of the model including the railway stations on the north side of Catford Road.

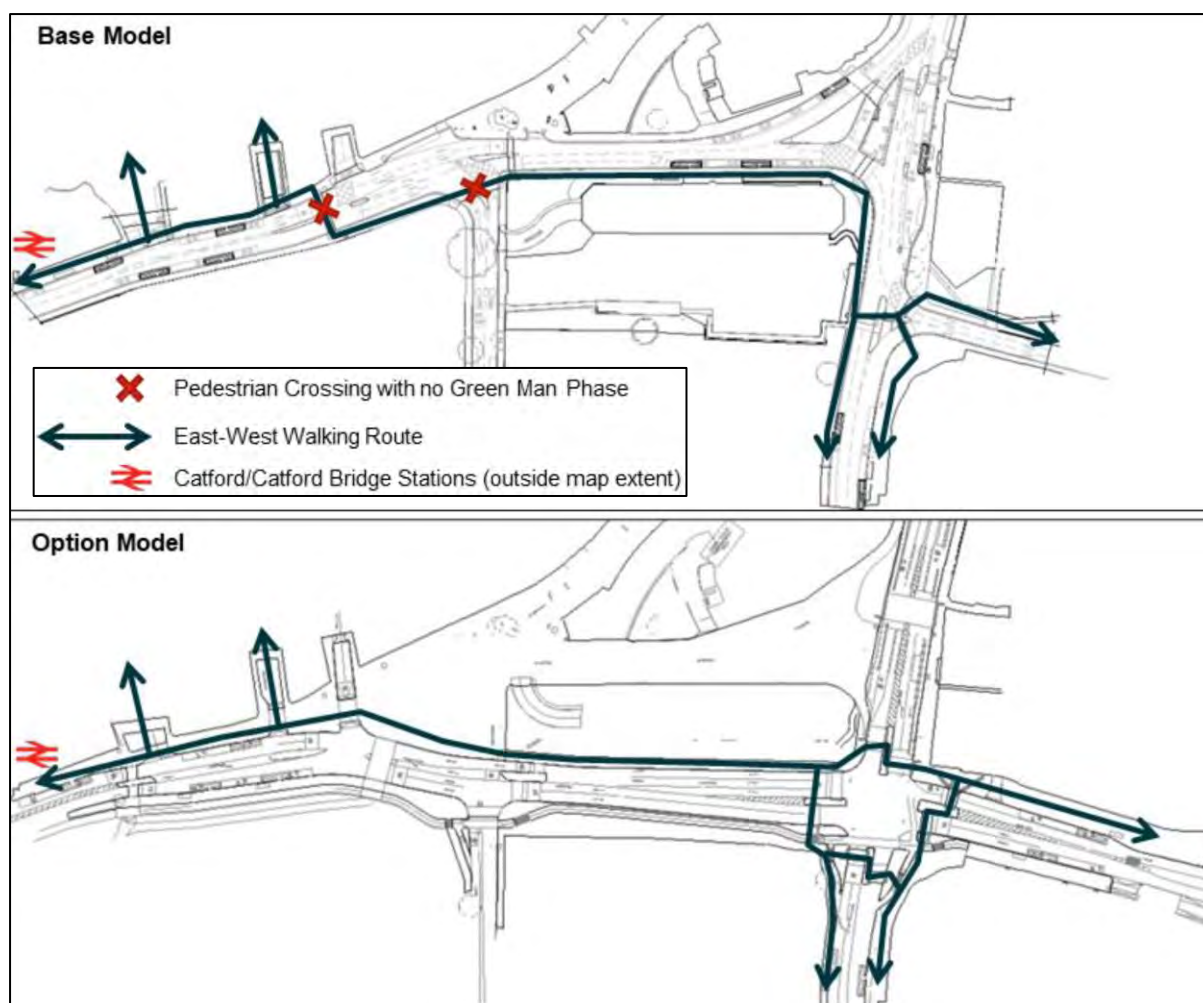


Figure 42 Changes in pedestrian movements in a west-east direction

- 6.21 In terms of impact on pedestrian journey times, the full modelling results are reproduced in detail in the appended report. The key findings are set out as follows.
- 6.22 The proposed layout is predicted to result in a decrease in journey times on some key routes, but increase journey times on other routes, particularly those crossing new pedestrian crossings with short pedestrian green times. It is anticipated that updated junction LinSig models will be produced which may provide an opportunity to increase green times for pedestrians prior to scheme implementation.
- 6.23 The proposed layout is also expected to experience improved bus journey times, particularly for routes that currently go around the gyratory. Although this is not assessed by this model, shorter bus journeys may help to offset increased walking times within the study area and overall end-to-end trip times for pedestrians who alight or board buses in Catford.

6.24 It should be noted that the quantitative pedestrian modelling presented above does not make an allowance of the qualitative assessment illustrating the significant improvements in the pedestrian environment, which TfL consider would more than outweigh any minor increases in journey times in small areas across the site, and the implications on pedestrian safety.

Highway Network

6.25 Extensive modelling was carried out to inform and shape the emerging designs.

6.26 This includes a bespoke model of the Catford area produced by AECOM and derived from TfL's London Highway Assignment Model (LoHAM). The scope of the model is reproduced as follows.



Figure 43 Model scope

6.27 The model assessed the weekday AM and PM peak periods and is based on pre-pandemic traffic surveys, carried out between 2016 and 2019.

6.28 The modelling report is appended to this TA (**Appendix E**), with an outline of its key steps and conclusions summarised as follows.

6.29 Following the creation and validation of the Baseline model, and the conclusion that it was fit for purpose through TfL's Model Audit Procedure, a Forecast assessment was carried out. The highway assignment forecasts were made for 2026, 2031 and 2041, both without and with the scheme.

6.30 TAG 'High' and 'Low' traffic growth sensitivity tests were also carried out, as a proxy for the uncertainty that is inherent in all transport model forecasts, as well as any minor variable demand model impacts which are not represented, or any subsequent improvements to the base year model.

Impact on traffic flows

6.31 The following figures show the forecast changes in traffic flow on roads around Catford as a result of the Proposed Development. Traffic flows are given in Passenger Car Units (PCUs), a way of representing all vehicles as equivalents to a normal car with, for example, a lorry being 2.3 PCUs.

6.32 In the figures, blue colours indicate a reduction in flow and green colours show an increase. The shade indicates the scale of the forecast change, with darker colours indicating larger changes. The colours are shown on the side of the road to indicate which direction of traffic is forecast to change.

6.33 For example, in the first figure, Plassy Road is shown having a reduction of between 199 and 250 PCUs per hour southbound, and the addition of between 251 and 500 PCUs per hour northbound, a change such as this is to be expected given that Plassy Road is to go from one way to two way. It is worth noting that, with the same total traffic flows in the scenarios being compared, an increase in traffic in one location will correspond to a decrease in another location.

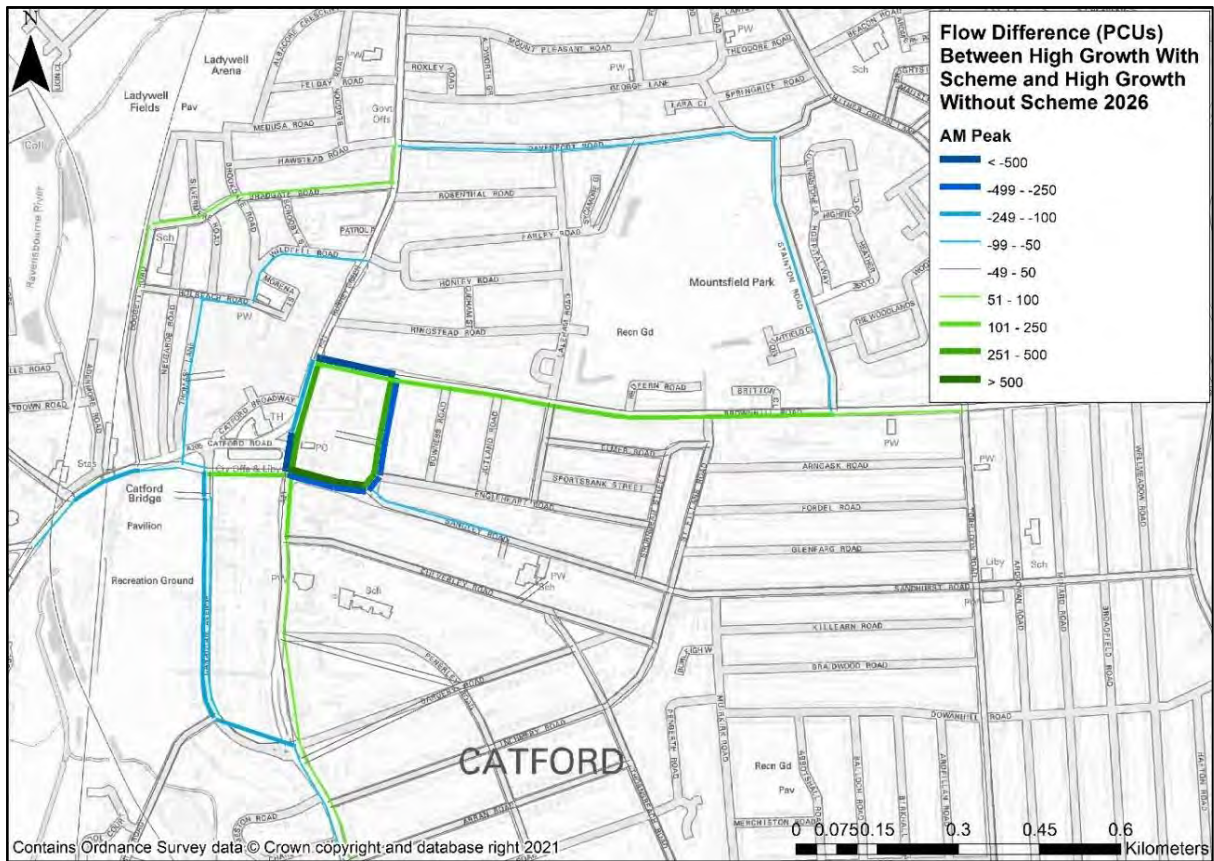


Figure 44 2026 With Scheme minus Without Scheme High Growth Traffic Flow - AM

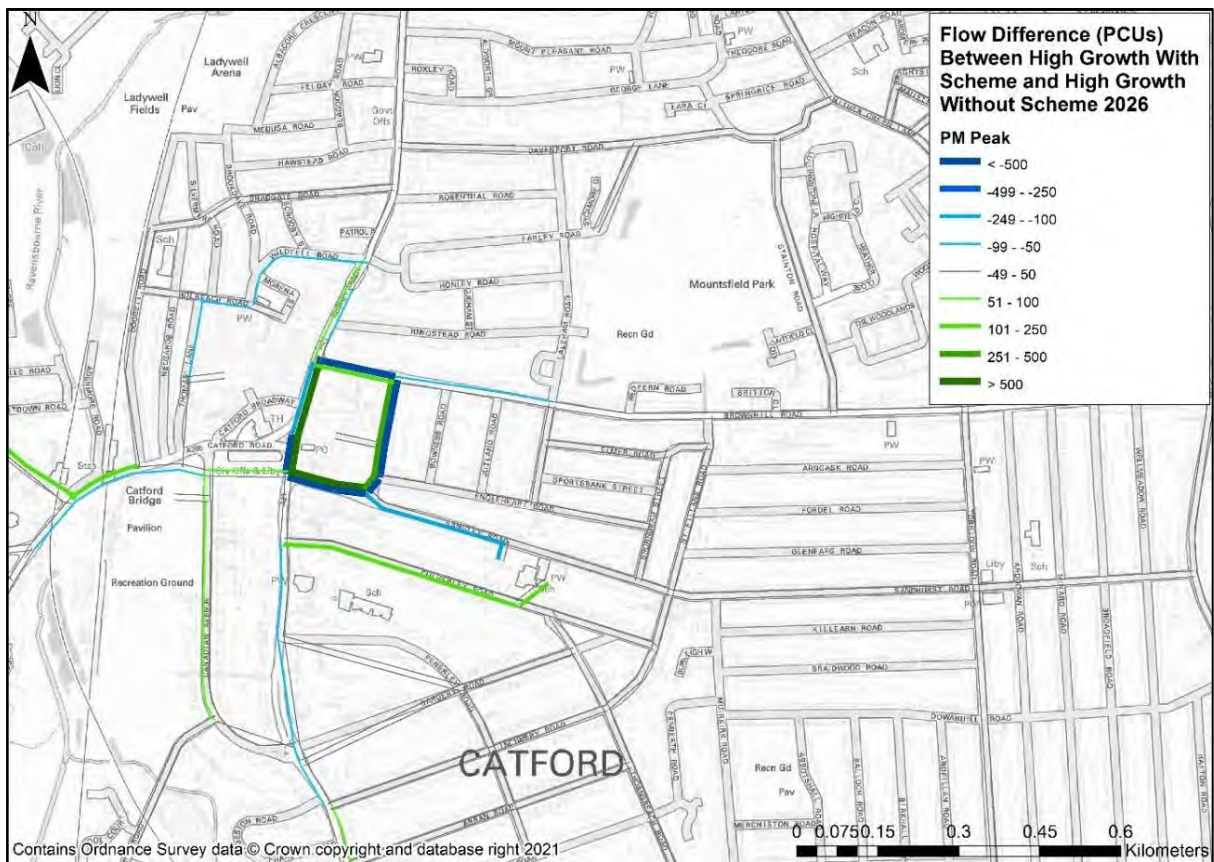


Figure 45 2026 With Scheme minus Without Scheme High Growth Traffic Flow - PM

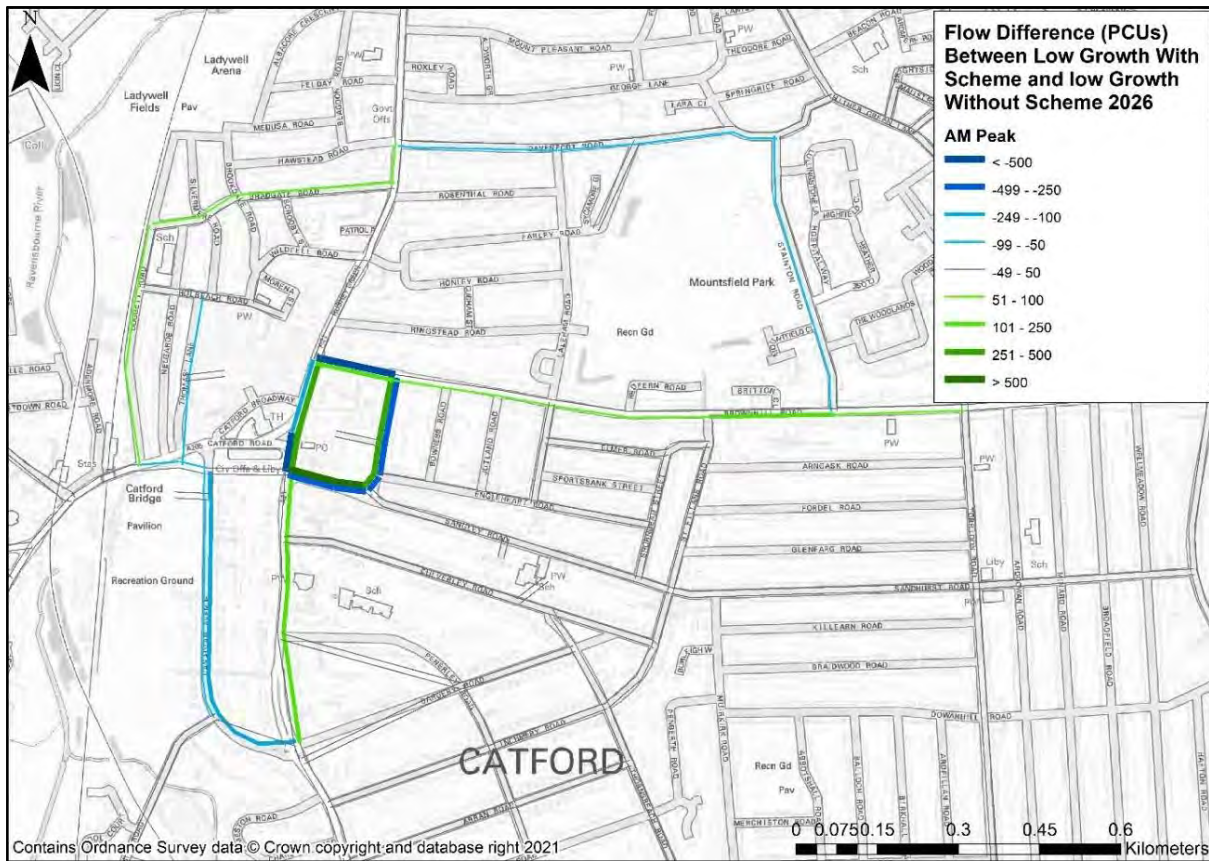


Figure 46 2026 With Scheme minus Without Scheme Low Growth Traffic Flow - AM

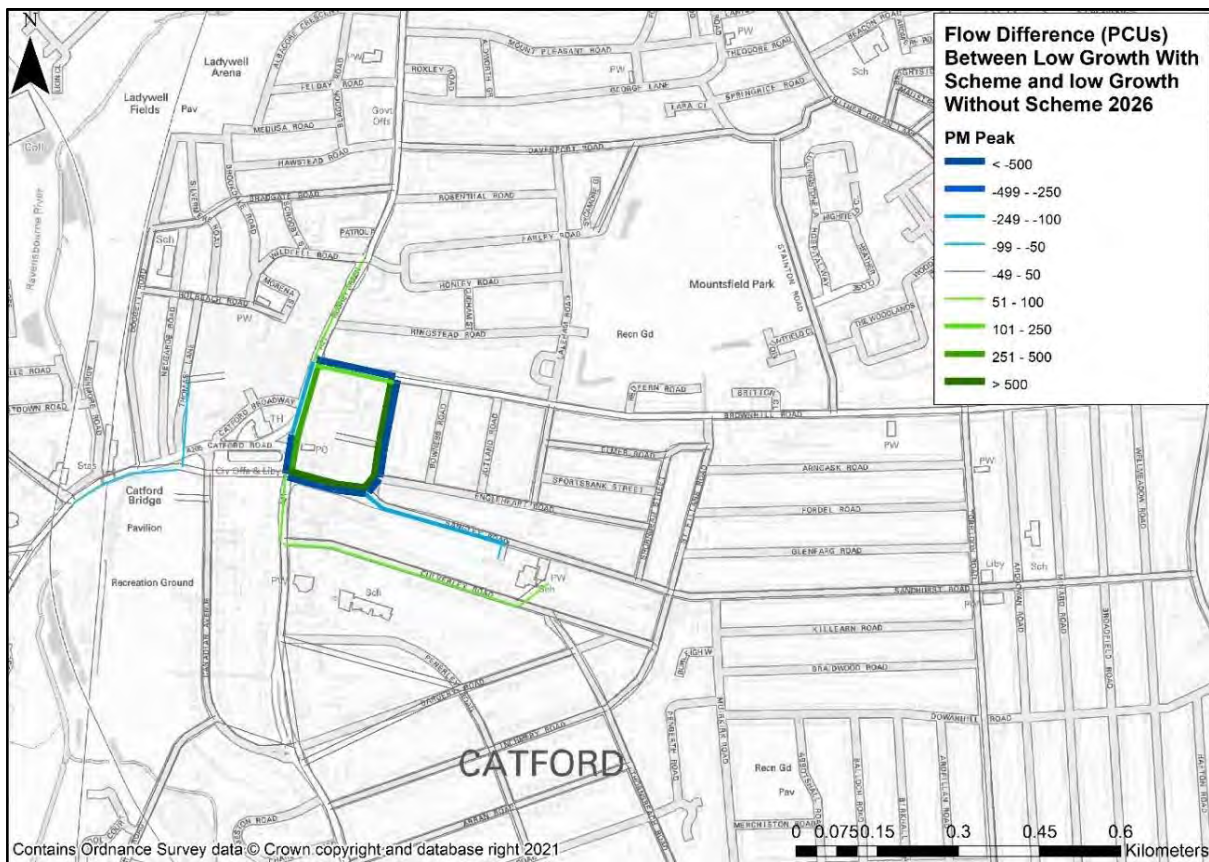


Figure 47 2026 With Scheme minus Without Scheme Low Growth Traffic Flow - PM

6.34 The core growth results demonstrate that the impact of the scheme is relatively local, with increases in flow on the anti-clockwise movements within the existing gyratory, and some local re-routeing as a result of increased options for routeing through the area.

Impact on journey times

6.35 Junction delay generally increases as a result of the proposed development, however more efficient routeing for some traffic on movements such as the A21 southbound through the gyratory means that some trips are forecast to experience a reduction in journey time through the area. For other movements, such as the A21 northbound, the routeing impact is neutral.

6.36 The impact on journey times for general traffic for the AM and PM peaks is illustrated as follows. This is expressed as the difference between the Do Something (DS) and Future Base (FB) scenarios on a number of key routes. For ease of interpretation of the results in this TA, differences greater than ± 60 s and $\pm 10\%$ have been highlighted in a different colour.

Table 8 Impact on journey times for general traffic

Route		AM Peak (s)				PM Peak (s)			
		FB (s)	DS (s)	Diff (s)	%	FB (s)	DS (s)	Diff (s)	%
A205	Eastbound	494	503	+9	+2%	890	1,058	+168	+19%
A21 2	Eastbound	717	694	-22	-3%	843	934	+91	+11%
A205	Westbound	533	488	-45	-9%	377	350	-28	-7%
A21 2	Westbound	527	478	-49	-9%	361	326	-35	-10%
A21	Southbound	236	168	-68	-29%	206	209	+3	+1%
A21	Northbound	298	382	+84	+28%	284	221	-63	-22%

FB = Future Base (network as is); DS = Do Something (with the proposed development)

6.37 As noted, the proposed development, and especially the removal of the one-way gyratory around Plassy Island, would result in some increases and some decreases in drivers' journey times.

6.38 In the morning peak hour, the following observations can be made:

- Journey times in an east to west direction (and vice versa) would experience relatively small changes in journey times (between a +2% decrease and a -9% increase – but less than a minute in all cases)
- The removal of the gyratory would instead result in greater differences in a north to south direction: positive (increase in journey times) in northbound direction and negative (decrease in journey times) in southbound direction, both similar in per cent terms and in the region of $\pm 28-29\%$

6.39 In the afternoon peak hour, the main differences in journey times are instead as follows:

- In eastbound direction, an increase is predicted, between 1 minute 30 seconds and 2 minutes 50 seconds (approximately), depending on the route
- In westbound direction, a relatively small decrease of around 30 seconds is predicted
- In southbound direction, journey times are predicted to effectively stay the same (only a three seconds difference)
- In northbound direction, a reduction of one minute (approximately)

6.40 As can be seen, some changes are positive and some are negative, and would inherently result from the removal of the gyratory and reallocation of road space to pedestrians and cyclists and buses including rationalisation and improvement of crossing points. Furthermore, buses would be protected from increases.

6.41 In no cases, the impacts on journey times can be defined 'severe', in the context of paragraph 11.1 of the NPPF. The most significant increase (+1 68 seconds), while not small in the context of driving through Catford town centre, should be seen in the context of an often much longer car journey on roads such as the TLRN, often in the region of 30 minutes (or more), hence being a much smaller per cent increase in journey time overall.

6.42 The main objective of the project has always been to enhance the active and sustainable travel provision in Catford town centre, in line with the principles of the MTS, and more generally all relevant policies at national (NPPF), regional (London Plan) and local (LB Lewisham) levels. This objective is met, as set out earlier in this Chapter.

6.43 Therefore, an increase in drivers' journey times was inherently to be expected. If anything, the assessment has demonstrated that a further allocation of road space to pedestrians and cyclists (such as further footway or cycleway widenings, or straight, rather than staggered, crossings), or to buses, while desirable in many ways, would have resulted in greater adverse impacts on car drivers, to a degree that may have potentially become 'severe'. Overall, TfL consider that the right balance between the modes has been struck.

6.44 The impact on bus journey times will be set out later in this Chapter.

6.45 It should be stressed that the model is based on pre-pandemic traffic levels (and pre-ULEZ too), hence representing a 'worst case' scenario.

6.46 It should also be noted that no allowance for mode shift has been made in the modelling. In other words, no reduction in car drivers' mode share (and an

equivalent increase in active and sustainable modes) has been assumed, while in practice the proposed improvements would determine – or at least tangibly encourage – such shift, as has been observed in many other similar cases in London. This adds to the fact that the assessment herein presented represents a worst-case scenario.

6.47 If future surveys demonstrate that a further allocation of road space to pedestrians, cyclists and/or buses is possible (in terms of resulting impacts on car drivers), future detailed design proposals will ensure that this is pursued.

Buses

6.48 As set out in Chapter 4, the realignment of the A205 South Circular Road/ Catford Road and removal of the one-way gyratory around Plassy Island, the proposed development would be accompanied by changes in the local bus network.

6.49 The impact on buses and bus users will be two-fold and result from:

- Changes to the routes, and
- Changes to the distance to/from stops

6.50 Removing the need for some bus routes to travel around the gyratory system will make those bus journeys quicker. The relocation of bus stops will inherently mean that some bus passengers may have a shorter walk, while others may have a little longer walk from the bus stop to the shops and leisure facilities than they do now.

6.51 In total, once the proposed development is in place, 700 metres of dedicated bus lanes will be in the network, and generally, more intuitive bus route and stop arrangements will be provided. The impact of the rerouting will reduce journey distances on some bus routes. These potential route time reductions will increase customer benefits, and encourage usage.

6.52 The proposed relocation of bus stops will have a positive impact on some users, depending on their destination. A key consideration that has shaped the proposal is the specified maximum spacing of 400 metres between bus stops from TfL's Guidelines for Planning Bus Services document. The proposed development's bus connectivity measures are in line with the MTS, as it would encourage the use of active and sustainable transport modes and enhance passenger experience.

6.53 Without the proposed development, the bus system would stay as it is, so retaining the poor interchange between some services and the confusion caused

by the split of routes because of the one-way system. With expected general traffic growth over time, bus journeys would become slower and less reliable.

- 6.54 A further key design consideration is the bus stop layouts themselves. To ensure bus stops are accessible to all users, the design, layout and location will adhere to the TfL Accessible Bus Stop Guidance.
- 6.55 To achieve connectivity objectives, a new pedestrian crossing is proposed across Catford Road near Catford Bridge Station to improve interchange between local buses and trains from Catford Bridge Station. This replaces the subway which many passengers find unsafe and which is not accessible or the alternative of crossing the road at an uncontrolled location.
- 6.56 While acknowledging that in some cases the relocation of the bus stops may cause longer walks from bus stops for certain bus passengers, TfL, on balance consider that any new and enhanced pedestrian crossings will mitigate this impact by making the town centre more accessible. This includes, for example, the bus stops between Laurence House and the theatre.
- 6.57 The bus stop bypasses incorporated in the proposed plan adhere to the guidelines outlined in the Accessible Bus Stop Guidance. Bypasses are used to guarantee a distinct separation between a passenger's waiting place and cyclists, while not requiring the cyclist to move out into traffic around a bus at the stop. Referred to as 'the island', this space will have a minimum width of 2.5 meters, facilitating the deployment of ramps by buses and providing a safe area for wheelchair and buggy users to board vehicles whilst safely and conveniently providing for cyclists.
- 6.58 The impact on bus journey times, expressed as the difference between the Do Something (DS) and Future Base (FB) scenarios is set out as follows. For ease of interpretation in this TA, differences greater than ± 60 s and $\pm 10\%$ have been highlighted in a different colour.

Table 9 Impact on bus journey times

Route / Destination		AM Peak (s)				PM Peak (s)			
		FB (s)	DS (s)	Diff (s)	%	FB (s)	DS (s)	Diff (s)	%
47	Shoreditch	263	284	+22	+8%	261	283	+22	+9%
	Catford Garage	202	270	+69	+34%	263	301	+38	+14%
54	Plumstead Road / Burrage Road	251	268	+17	+7%	260	282	+23	+9%
	Elmers End Interchange	264	301	+37	+14%	271	304	+34	+12%
75	Fairfield Halls	484	472	-13	-3%	522	595	+73	+14%
	Lewisham Station	782	717	-65	-8%	1,077	1,140	+63	+6%

Route / Destination		AM Peak (s)				PM Peak (s)			
		FB (s)	DS (s)	Diff (s)	%	FB (s)	DS (s)	Diff (s)	%
124	Southend Crescent / Southend Close	451	391	-59	-13%	487	499	+12	+2%
	Stanstead Road / St Dunstan's College	531	273	-257	-49%	271	251	-20	-7%
136	Elephant & Castle / Newington Causeway	260	290	+30	+11%	267	278	+11	+4%
	Grove Park Bus Station	251	274	+23	+9%	279	296	+17	+6%
160	Catford Bridge Station	473	259	-214	-45%	238	202	-35	-15%
	Sidcup Station	504	383	-121	-24%	464	502	+38	+8%
171	Catford Garage	671	580	-91	-14%	714	664	-50	-7%
	Holborn Station	486	416	-70	-14%	450	413	-37	-8%
181	Grove Park Bus Station	527	285	-242	-46%	317	282	-35	-11%
	Lewisham Station	891	661	-230	-26%	1007	959	-49	-5%
185	Lewisham Station	469	521	+53	+11%	604	697	+93	+15%
	Victoria Station	553	488	-65	-12%	576	604	+27	+5%
199	Canada Water Bus Station	240	265	+25	+10%	240	240	+1	0%
	Catford Garage	231	289	+58	+25%	248	302	+55	+22%
202	Blackheath / Royal Standard	815	754	-61	-8%	983	1,044	+60	+6%
	Crystal Palace Parade	746	683	-62	-8%	510	473	-37	-7%
208	Lewisham Station	249	278	+29	+12%	244	259	+15	+6%
	Orpington / Perry Hall Road	253	296	+43	+17%	318	327	+9	+3%
284	Grove Park Cemetery	449	368	-81	-18%	760	858	+98	+13%
	Lewisham Station	542	282	-259	-48%	278	245	-32	-12%
320	Biggin Hill Valley	582	492	-90	-15%	517	529	+12	+2%
	Catford Bridge Station	303	261	-42	-14%	296	272	-24	-8%
336	Catford Bridge Station	310	276	-35	-11%	274	269	-5	-2%
	Locksbottom / Pallant Way	319	282	-37	-12%	355	444	+89	+25%

FB = Future Base (network as is); DS = Do Something (with the proposed development)

6.59 As can be seen, the proposed development, and especially the removal of the one-way gyratory around Plassy Island, would result in some increases and some decreases in bus journey times.

6.60 Also in this case, it should be stressed that the model is based on pre-pandemic traffic levels, hence representing a 'worst case' scenario. The detailed design process and further detailed modelling, including optimisation of signal times to reflect the future traffic demand, will seek to reduce any negative impacts on bus routes.

6.61 If future surveys demonstrate that a further allocation to bus priority is possible, future detailed design proposals will ensure that this is pursued.

Parking

- 6.62 Following the implementation of the proposed development, the majority of parking and loading arrangements in the town centre will remain unchanged. This section describes the impact of the few changes that are proposed. The existing CPZ (illustrated earlier in this TA) will be retained unchanged.
- 6.63 The most significant change is that the proposed development will require the removal of the car park south of Laurence House to accommodate the realigned Catford Road. The car park is primarily used by Lewisham Council staff and others working in the offices nearby.
- 6.64 The Laurence House basement covers approximately 1,100m². It is accessed via a fob entry system which precludes members of the public or staff who do not have preapproved access to enter the basement. The basement includes 40 car parking spaces which are used by those with blue badges and reasonable adjustments. A small number of senior staff and politicians have an allocated parking space within the basement. Cycle storage, plant, cleaning facilities and break out area and storage are also contained within the basement. Following closure of the main car park (south of Laurence House), staff who choose to drive to work will be required to park in Holbeach Road car park as the remaining parking provision will be prioritised according to the needs of LB Lewisham staff.
- 6.65 It is anticipated that some staff may choose alternative travel methods to get to work, which will also support the wider aims to reduce car journeys and make the town centre a more pleasant environment for everyone.
- 6.66 In this context, it is reiterated that the site benefits from one of the highest accessibility by public transport, as demonstrated by its PTAL score of 6a (one step below the maximum), and its accessibility by walking and cycling will significantly improve following the implementation of the proposed development. If the offices were being proposed now, London Plan and local policy would have required car free development save for limited provision for disabled people. Therefore, the removal of the car parking except that for disabled people in the basement of Laurence House aligns with policy.
- 6.67 Nonetheless, it is appreciated that for some existing users of the car park the transition from driving to using active and sustainable modes to get to and from work could be difficult initially. TfL understands that the Council is currently undertaking a new Staff Travel Survey to meet the travel needs of its staff and the organisation, as well as support more people to use sustainable modes of transport, such as walking, cycling and public transport. This is ultimately to reduce the number of car journeys taking place in and around the borough to

improve air quality, reduce traffic and congestion and tackle the Climate Emergency. LB Lewisham also want to ensure that parking at Council buildings is prioritised for those who need it most, such as colleagues with disabilities or who need a vehicle as an essential part of their day-to-day work. The Council is also arranging for the relocation of the operational vans which currently use the car park.

- 6.68 The presence of CPZs locally, and control of parking in private off-street car parks (for example, those serving the Retail Park and supermarkets) will prevent any overspill of parking from the loss of the car park and detrimental impact on the local roads.
- 6.69 The proposals also mean that short term loading and blue badge parking bay currently available outside 1 93-1 95 Rushey Green (by the solicitors and kebab house office) will need to be withdrawn. The existing bay would be very close to the new junction and vehicles parked here could impact on road safety, as well as increasing traffic congestion. The existing bays which can be used by blue badge holders in the area will remain, with the closest options being in Bromley Road, Brownhill Road and Rushey Green and which will be more easily reached with the crossing proposals in the scheme.
- 6.70 Holders of a blue badge have many other options for parking, for example on single and double yellow lines (provided there is no restriction on loading), on on-street pay-and-display/ pay-by-phone spaces (including those which are shared with residents) and (if a Lewisham resident) applying for an additional permit allowing parking in a resident-only parking space. Furthermore, the private car parks have dedicated free provision for disabled people shopping or otherwise using the associated retail and other premises.
- 6.71 At the north end of Canadian Avenue, approximately eight parking spaces need to be removed (opposite numbers 5 to 7) to allow for the realigned South Circular Road. These parking bays are currently used by permit holders and users of the pay-by-phone parking service. Approximately 1 8 spaces of permit holder and pay by phone parking will remain on the west side of Canadian Avenue.
- 6.72 It is anticipated that around 42m (approximately corresponding to 8 car bays) of on-street parking within CPZ 'J' (Mon-Fri 9am-7pm) will be lost on Canadian Avenue to create the new relocated access for St Dunstan's Jubilee Grounds.
- 6.73 TfL will work with LB Lewisham to understand whether the remaining provision on Canadian Avenue is appropriate in the context of available parking in the CPZ and more generally in the town centre and the improvements to sustainable and

active travel which are to be delivered taking account of planning policy and the MTS.

6.74 The loss on Fordmill Road to formalise and widen the existing back access to St Dunstan's Jubilee Grounds will be limited to around two car spaces (currently parked – legally – on the footway). Also in this case TfL and will work with LB Lewisham to understand whether such loss is appropriate and potentially extend the CPZ. The removal of this footway parking would benefit pedestrians directly and improve safety more generally.

Servicing

6.75 The proposed development has been designed to minimise any disruptions on servicing arrangements along the roads. Being part of the TLRN, as noted, both the A205 and the A21 are subject to 'red line' stopping restrictions, with bays provided for loading where necessary.

6.76 As shown in the proposed plans, a number of red route loading bays will be retained (or created). Existing operation hours on the red route loading bays will be retained:

- No stopping on any day 7am to 7pm
- Except 1 0am to 4pm for loading only and for a maximum of 20 mins

6.77 The design has been tested using the largest delivery vehicles and if access is currently possible to off street servicing it will also be possible in the final future layout.

6.78 The detailed servicing strategy for the businesses and properties that will be affected by the removal of the 'central' section A205 (including north of Laurence House, and Catford Broadway) will be developed together with LB Lewisham as part of the next design stages and the wider town centre masterplan. It is recognised that appropriate provision must be made just as exists elsewhere for streets closed to vehicles.

Jubilee Ground

6.79 As set out earlier in this TA, access to the Jubilee Ground will be maintained at all times but via alternative routes and with new bays to be provided on site, so no impacts are predicted. Impact on servicing to the site has also been considered and a relocated delivery bay was created on the western side of the Jubilee Ground, which resulted in the relocation of some cycle stands.

7. Construction

- 7.1 It is currently anticipated that construction would start in spring 2025 and would then take approximately two years to complete. As would be expected with any scheme of this nature and scale, an element of disruption to road users will occur during the construction period, and at times diversions will need to be put in place.
- 7.2 A separate Outline Construction Logistics Plan (CLP) has been prepared and submitted alongside this TA in support of the planning application. It sets out the measures that be taken to minimise disruption to local residents and those using the town centre, with a level of detail that would reflect the current stage of the designs and of the project, particularly noting that there is not a principal contractor yet.
- 7.3 It is then expected that a Detailed CLP will be conditioned to any future planning permission, and will set out the details of the construction process, once the principal contractor is appointed.
- 7.4 The overarching principles, which will form the basis of the CLP, are set out as follows.
- 7.5 TfL, LB Lewisham and/or the contractors, as appropriate, will provide regular updates to local residents and those using the town centre to ensure everyone is kept fully informed of any temporary changes to road use. A dedicated liaison officer will be appointed by TfL to specifically deal with any issues arising from the works.
- 7.6 As discussed throughout the TA, the site lies near several A roads, inherently suitable for HGV movements, including two forming part of the TLRN. The A21 (Rushey Green and Bromley Road) and A205 South Circular (Catford Road and Brownhill Road) both form part of the TLRN and meet at Catford town centre within a gyratory system.



Figure 48 Local TLRN

- 7.7 Construction vehicles will be routed via the TLRN in the most direct way possible and endeavour to avoid, where possible, impacting on residential areas and other sensitive receptors.
- 7.8 To construct the proposed development some parking bays, and footpath suspensions and temporary road closures will be required. Access to footways for pedestrians will be maintained as much as possible and safe, clearly marked diversions will be created for pedestrians at points where this cannot be avoided.
- 7.9 It is anticipated that access to/ from rail stations will be maintained, and endeavours will be made to ensure that disruptions to bus routes and stops will be reduced to a minimum, such as by including through providing new bus stops before closing existing ones.
- 7.10 TfL will work closely with LB Lewisham to minimise the impact of construction works on traffic in surrounding areas and local residents and key stakeholders will be kept fully informed as work progresses. Further details on the impacts during the construction process are provided in the CLP.
- 7.11 TfL is having separate discussions with St Dunstan's College to mitigate the impact of construction work on their use of the site and by the local community. These will be subject to agreement with the school, and will also be included in the detailed CLP.

8. Summary and Conclusions

The planning application

- 8.1 TfL is proposing to realign a section of the A205 South Circular Road in Catford Town Centre and to remove the one-way system around Plassy Island, converting the road system to two-way operation, also including new and improved pedestrian crossings, footway widening, relocation of bus stops, and new segregated cycle lanes.
- 8.2 The aim is to simplify the road network and make it safer and easier to walk, cycle and use public transport. These changes will provide the active and sustainable travel context and release land for development and public realm supporting LB Lewisham's ambitious long-term plans to create a greener town centre and deliver new homes, shops and public space (as envisaged in Catford Town Centre Framework).

The existing situation

- 8.3 Catford town centre is at the intersection of the A205 South Circular Road with the A21, both part of the TLRN. The streetscape is car dominated, and characterised by a generally poor environment both in terms of the quality of the public realm and issues of severance caused by busy roads, which make access to the town centre difficult.
- 8.4 Reflecting the central location within Catford town centre, the network of roads within the red line plays a vital function from a pedestrian 'movement' perspective. However, the quality of the infrastructure, and their 'place' function, both in terms of widths and condition of the footways and the number and location of the crossings, means that the existing pedestrian infrastructure is not good enough to support its function in the town centre. This includes the subway under Catford Road to provide access to/from Catford Bridge station, and ramp on the south side of the road.
- 8.5 With the exception of Cycleway 18, cycling infrastructure within Catford is limited, especially in a west to east direction. There is a short section with advisory cycle lanes on Catford Road, and bus lanes along other sections of Catford Road and on Rushey Green, which can be used by cyclists.
- 8.6 Catford benefits from access to many public transport services, in the form of rail and bus services, including several night bus routes. The PTAL is 6a, denoting excellent accessibility by public transport. The presence of a gyratory system results in bus routes taking different roads in the two directions and in a

complex bus stops system, especially to unfamiliar bus users, also noting that the vehicular dominance in the local area makes it difficult to cross the roads in places.

- 8.7 The analysis of historic collision data has revealed a number of clusters in the town centre, and a high percentage (more than half) of collisions involving pedestrians or cyclists. In some cases, pedestrians were crossing the roads outside designated crossing areas, revealing the presence of desire lines with no crossings that have led to PICs in the past. The elimination of serious (and fatal) collisions from the road network, and more generally the improvement of the road safety in Catford town centre is one of the key aims of the proposed development, in line with the Vision Zero approach set out in the MTS.

The proposed development

- 8.8 The proposal involves the following:

- Conversion of the existing A205 South Circular one-way gyratory system around Plassy Island to two-way working
- Re-alignment of the A205 approach from the west (taking a strip of land on the northern edge of St Dunstan's playing fields) and re-routing it through the existing car park to the south of Laurence House
- Making provision for the creation of a series of interlinked public spaces by the LB of Lewisham on the existing alignment of Catford Road east of Thomas Lane
- Highway improvements to enhance accessibility, safety and comfort for pedestrians and cyclists; protect bus journey times and reliability; and maintain the strategic function of the South Circular
- Comprehensive landscaping and public realm improvements, including the introduction of sustainable urban drainage
- Provision of a replacement access route to the St Dunstan's College Jubilee Ground sports fields from Canadian Avenue and Fordmill Road

- 8.9 The proposals aim to make Catford town centre a more comfortable place to get around for those on foot, with wider footways, removed redundant street furniture, improved footway surfaces, new light controlled pedestrian crossings at several locations within the site boundary. Further to the realignment, the removal of the redundant sections of roads would create a largely car-free town centre with improved pedestrian and cycle access to shops, leisure facilities and other local amenities.

- 8.10 One of the aims of the proposed development is to improve cycle accessibility to, from and through Catford town centre. New and improved facilities, such as

improved crossings and cycle routes compliant with LTNI /20 are at the core of the proposed development.

- 8.1.1 As a result of the realignment of the A205, and of the removal of the one-way gyratory system around Plassy Island, the proposed development would also include the relocation of some bus stops in the town centre.
- 8.1.2 The realigned A205 would incorporate a small section of St Dunstan's College Jubilee Ground at the existing vehicle access on Canadian Avenue. The proposed development would include alternative vehicular and pedestrian/ cycle accesses for this site. TfL has engaged with the school to seek to agree the acquisition of the land and rights by private treaty and will continue to do so in the immediate future. If necessary, it will seek compulsory purchase powers.

Summary of Impacts

- 8.1.3 A comprehensive impact assessment has been carried out, setting out the impact on all transport modes, including active travel, buses, general traffic and parking.
- 8.1.4 The Healthy Streets Check for designers revealed that the proposed development would achieve a significant improvement across the scheme, in terms of Healthy Streets indicators. In some sections, a significant improvement (of up to +36, out of 100) was achieved. The number of zero scores has also significantly reduced (from 25 to 15), which demonstrates that the proposed development manages not just to improve the pedestrian and cycle environment generally, but also to eliminate some (ten) of the most critical elements of Catford town centre, each and every one of which may represent, even on their own, a barrier to walking and cycling for some people. This would support and encourage a longer-term mode shift away from the private cars.
- 8.1.5 Pedestrian modelling was carried out and revealed an overall improvement in terms of Level of Service across the scheme. Pedestrian journey times are predicted to result in some increases and some decreases, depending on the location. It is anticipated that updated junction LinSig models will be produced which may provide an opportunity to increase green times for pedestrians prior to scheme implementation. Also, the proposed layout improves safety at the uncontrolled crossings across Catford Road near Thomas Lane and across Canadian Avenue.
- 8.1.6 In terms of impact on general traffic, modelling has been carried out, based on pre-pandemic traffic surveys. It demonstrated that the impact would be relatively local and especially around Passy Island, with increases in flow on the

anti-clockwise movements within the existing gyratory, and some local re-routing as a result of increased options for routing through the area.

- 8.1.7 In terms of changes in journey times for general traffic, some have been identified as positive and some as negative, inherently resulting from the removal of the gyratory and reallocation of road space to pedestrians and cyclists and buses, including rationalisation and improvement of crossing points.
- 8.1.8 It should be noted that no allowance for mode shift has been made in the modelling. In other words, no reduction in car drivers' mode share (and an equivalent increase in active and sustainable modes) has been assumed, while in practice the proposed improvements would determine – or at least tangibly encourage – such shift, as has been observed in many other similar cases in London. This adds to the fact that the assessment presented in the TA represents a worst-case scenario.
- 8.1.9 Removing the need for some bus routes to travel around the gyratory system will make those bus journeys quicker. More importantly though, the removal of the existing gyratory system removes the need for a bus stop system which is complex to understand and navigate, especially to unfamiliar bus users, also noting that the vehicular dominance makes it difficult to cross the roads to access bus stops in some places.
- 8.20 To achieve connectivity objectives, a new pedestrian crossing is proposed across Catford Road near Catford Bridge Station to improve interchange between local buses and trains from Catford Bridge Station. TfL, on balance consider that any new and enhanced pedestrian crossings will mitigate the impact on those bus journey times that will be slightly longer, by making the town centre more accessible.
- 8.21 Overall, even acknowledging that not all bus routes would experience an improvement in journey times, the passengers' experience is considered to be enhanced. The detailed design process and further detailed modelling, including optimisation of signal times to reflect the future traffic demand, will seek to reduce any negative impacts on bus routes.
- 8.22 Should future surveys demonstrate that a further allocation of road space to pedestrians, cyclists and buses is possible (in terms of resulting impacts on car drivers), future detailed design proposals will ensure that this is pursued.
- 8.23 It is currently anticipated that construction would start in spring 2025 and would then take approximately two years to complete. A separate Outline CLP has been prepared and submitted alongside this TA, and together with its Detailed

version (to be conditioned to any future permission) will set out the measures to minimise disruption to local residents, facilities and businesses and those using or working in the town centre and travelling to/from and through it especially pedestrians, cyclists and bus passengers. Specific arrangements would be put in place for St Dunstan's College and to maintain access to other sites in the town centre served by the A21 and A205 such as Plassy Island.

- 8.24 St Dunstan's College is a key stakeholder and TfL will continue its dialogue with the school on the proposals and the land required from the Jubilee Ground and associated necessary accommodation works.
- 8.25 TfL will continue working closely with LB Lewisham to ensure that the implemented designs align with the emerging aspirations for Catford Town Centre. This will include designs which will provide the basis for potential development by the Council and others within the town centre and the future use and layout of the land released due to the realignment for public realm and public space.

Conclusion

- 8.26 This Healthy Streets TA has considered the transport and highways implications of the proposed development.
- 8.27 The proposed road re-alignment has been developed in line with the aspirations set out in the Catford Town Centre Framework, seeking a 'long-term strategy for the transformation of the town centre [...]' and stating that 'the re-routing of the South Circular will free up more space to reimagine the town centre. [...] Pedestrian friendly areas, open spaces and new community facilities will also be created'.
- 8.28 Also in line with the above Framework, the proposed development significantly improves the 'generally poor [existing] environment both in terms of the quality of the public realm and issues of severance caused by busy roads, which make access to the town centre difficult'.
- 8.29 The proposed development supports Policies T1 (Strategic approach to transport), T2 (Healthy Streets), T3 (Transport capacity, connectivity and safeguarding), T5 (Cycling), D8 (Public Realm) and GGI (Building strong and inclusive communities) of the London Plan 2021, among other policies therein included. The rationalisation of bus routes in Catford is also in line with the aspirations set out in TfL's Bus Action Plan.

- 8.30 The proposed development will support the objectives set out in the MTS, including 'Healthy streets and healthy people', the provision of 'a good public transport experience' and the Vision Zero approach.
- 8.31 Making roads safer for everyone is vital to a sustainable transport network and forms a key part of the Mayor's Vision Zero goal of eliminating death and serious injury on the capital's transport network. It is also at the basis of Lewisham's Local Plan and more generally all transport policies, including those in the NPPF notably those which support a strategic mode shift away from the private car and to active and sustainable transport.
- 8.32 The proposed development is also in line with paragraphs I 04, I 05 and I 06 of the NPPF on the importance of promoting walking, cycling and public transport use, creating places that are safe, secure and attractive, minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards. It is also compliant with paragraph I 11 .
- 8.33 In conclusion, TfL consider that the proposed development is compliant with the relevant planning policies at national, regional and local levels, and that it would bring a significant enhancement of the active and sustainable transport infrastructure in Catford town centre, enabling Good Growth in the longer term. For these reasons, it considers that planning permission should be granted.