

Sustainable Development Select Committee

Transport Strategy and Local Implementation Plan 2019-2041

Wednesday, 30 January 2019

7.00 pm

Civic Suite

Lewisham Town Hall

London SE6 4RU

For more information contact: Timothy Andrew (timothy.andrew@lewisham.gov.uk)

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London Borough of Lewisham

Transport Strategy and Local
Implementation Plan (LIP)

2019 - 2041

January 2019

REVISED DRAFT

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Foreword

We welcome this opportunity to set out our plans for the future of transport in Lewisham. Through this Transport Strategy and Local Implementation Plan (LIP), Lewisham Council has detailed its aspirations for the Borough up to 2041 to contribute towards achieving the ambitious visions of the London Mayor’s Transport Strategy (MTS).

The Council recognises the importance of its role not only in delivering a programme of investment that supports the visions of the Mayor at a wider level, but is also tailored to the needs of its residents.

On this basis, we have adopted the Healthy Streets approach which will help us to achieve a transport network that is safe and inclusive for all, and creating active, attractive and vibrant places where people enjoy living, shopping and spending time. To ensure initiatives are supported by and tailored towards public need, we have also reached out to all those who live, work and spend time within Lewisham to gather suggestions directly from the public.

Through this LIP, the Council sets out its objectives over the next three years (2019 – 2021) which are aimed to complement the objectives of the MTS. It informs how the Council will invest over the three-year period in transport improvement project within the Lewisham’s control, and identifies areas beyond the Council’s control where we will collaborate with relevant bodies, including Transport for London (TfL), Network Rail, and neighbouring boroughs, to achieve the objectives of this LIP and the MTS.

This LIP forms a working document, and throughout the three-year period, Lewisham’s progress towards achieving the objectives of the MTS will be monitored and reported to the TfL on an annual basis.

Through working collaboratively with governing bodies, public transport providers, and those who reside and work in Lewisham, we believe we have created a LIP that will work towards achieving a healthy and sustainable network of vibrant links and places that are pleasant for all to use and spend time in.



Cllr Brenda Dacres

Cabinet Member for Parks, Neighbourhoods & Transport (job share) with responsibility for Arts, Sports, Leisure, Culture, Town Centres, High Streets, Night Time Economy Strategy, Parking Enforcement, Highways & Transport



Cllr Sophie McGeevor

Cabinet Member for Parks, Neighbourhoods & Transport (job share) with responsibility for environment, Waste and Recycling, Air Quality and Parks and Green Spaces

Executive summary

Overview

Lewisham's Local Implementation Plan (LIP) is a statutory document prepared under the GLA Act that requires the Borough to detail its proposals for implementing the Mayor's Transport Strategy within Lewisham. With each new MTS, new LIPs are required to be prepared, and this document forms the third LIP for the Borough to correspond with the new MTS, published in March 2018.

Lewisham has undergone major growth in recent years, and with continuing major development and regeneration expected, the Borough will undergo a transformation that will support economic growth and London's increasing population. This will be particularly evident in Lewisham's two Opportunity Areas as identified in the London Plan (Lewisham, Catford and New Cross, and Deptford Creek / Greenwich Riverside), which hold the potential to deliver over 10,000 new jobs and 13,000 new homes. This new development will bring new demands on the existing transport network, potentially exacerbating existing crowding and congestion issues on the public transport and road networks.

The Borough also experiences an uneven pattern of public transport provision across the area. The Lewisham, Catford and New Cross Opportunity Area is generally well served by public transport with a high density of rail stations and bus routes linking to frequent services. However, the far north and south is lacking infrastructure, with low Public Transport Accessibility Levels and some areas over 1.5km from the nearest rail station. It is also recognised that improved transport connections between the North and South of the borough need to be improved. As well as orbital connections particularly across the south of the Borough.

Solving these issues cannot realistically be addressed by limited sources of funding. The Borough must therefore look to solutions through this LIP focussed on changing travel behaviour at a local level. These will support the major infrastructure projects that the Borough aspires to deliver through working in partnership with Transport for London (TfL), public transport providers, and neighbouring boroughs where appropriate.

The Borough is responding to these challenges and opportunities by setting out its short- and long-term goals and transport objectives for Lewisham up to 2041. The LIP details a programme of investment over a three-year period from 2019/20 to 2021/22, and sets out the aspirations for the Borough for long-term major infrastructure improvements to be delivered up to 2041.

All measures identified within this LIP will support the delivery of the Mayor's Transport Strategy (MTS) within Lewisham. It will enable the Borough to plan strategically for transport, to achieve the broad MTS goals of;

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

A key aspect of the LIP is the Borough's role as a partner, working with TfL, residents, businesses and other local stakeholders to achieve a range of improvements to the transport network and transform the way that people travel.

Some of the measures and proposals in the LIP can be implemented by the Borough, using its statutory planning, highways and network management, and parking powers. Other interventions, particularly larger long-term projects, will have to be delivered in partnership with TfL and other organisations, particularly improvements on the Transport for London Road Network (TLRN), and at rail and underground stations.

Common to all London boroughs, this LIP comprises of the following parts:

- Chapter 1 – defines the process followed in preparing the LIP
- Chapter 2 – outlines the local context, challenges and opportunities considered in preparing the local objectives of the LIP within the framework of the MTS priorities and outcomes.
- Chapter 3 – details a three-year programme of investment that will deliver the LIP objectives and the outcomes of the MTS, and a more detailed annual programme for the first year of investment through the LIP
- Chapter 4 – sets out how the Borough will monitor its achievements

Challenges and opportunities

The challenges and opportunities within Lewisham were considered in relation to inciting a change in the transport mix and within the context of the MTS outcomes.

A wide range of issues and opportunities have been identified, with some of the main issues as follows:

Challenges

- Lacking public transport infrastructure to the south-east of the Borough, and corresponding high car mode shares.
- Bus and rail orbital routes are limited making radial movements typically faster than orbital trips. The key orbital road links, such as the South Circular Road, contribute towards orbital trips being more attractive by car.
- Perceptions of safety and security in deterring active travel.
- Improving road safety and reducing the number of collisions, particularly involving killed or seriously injured casualties to achieve Vision Zero. Through this, an approach of balancing the needs of all road users, including

vulnerable motor traffic is essential to ensure balanced improvement in safety, rather than shifting the brunt of road danger from one mode to another.

- Large proportion of vehicular through-traffic and on the Transport for London Road Network (TLRN). This creates challenges, both in implementing traffic reduction schemes, and reducing through-trips in Lewisham without pushing the problem into neighbouring areas.
- Achieving a reduction in overall car ownership in conjunction with the drive for increased Electric Vehicle (EV) infrastructure.
- Accommodating a growing population on an already crowded public transport network.

Opportunities

- Extension of the proposed Bakerloo Line Extension (BLE), with Borough support for the full potential extension to Hayes as a single phase will provide a step-change in public transport provision for the under-served south.
- Strengthening orbital bus routes, particularly in the south of the Borough. This would be unlocked supported by the potential BLE extension.
- The proposed Brockley Interchange Station will strengthen orbital rail links by providing an upper platform linking to existing orbital rail services.
- Improving active travel links to public transport access points, particularly in the areas with low Public Transport Accessibility Levels (PTAL) to facilitate multi-modal journeys.
- The Lewisham Spine (A21 Healthy Streets Corridor) could unlock potential for greater social inclusion and a shift towards more multi-modal longer distance journeys by linking the south of the Borough to the better-connected public transport infrastructure to the north.
- Collaborative working with TfL and neighbouring boroughs to reduce traffic levels, particularly through-traffic and improve air quality.
- Increasing rail capacity through key schemes identified in Lewisham's 'A Vision for Rail' (2017) document.
- Improved cycle network through partnership working with TfL on Cycle Superhighway and Quietway programmes.
- Exploring opportunities arising from wider regeneration plans and masterplanning exercises.

Objectives

Based on the challenges and opportunities considered within the LIP, a set of objectives for Lewisham have been derived. These have been developed to align and assist with meeting the MTS aim of increasing the sustainable travel mode share. Specific outcome indicators are included within the LIP to aid delivery of the LIP objectives:

- Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham
- Lewisham's streets will be safe, secure and accessible to all
- Lewisham's streets will be healthy, clean and green with less motor traffic
- Lewisham's transport network will support new development whilst providing for existing demand

Delivery plan

Based on the objectives of the LIP, and the outcomes of the MTS, the Delivery Plan outlines the investment programme and projects for the three-year period from 2019/20 to 2021/22, as well as the longer-term aspirations for new and upgraded infrastructure and services that will be brought forward collaboratively with the Borough, TfL and public transport providers. Some (but not all) of the longer-term projects are listed below:

- Bakerloo Line Extension beyond its current termini at Elephant & Castle, to serve New Cross Gate and Lewisham. The Council urges the full extension to Hayes to be brought forward as a single phase to serve Catford.
- Expansion of the Ultra-Low Emission Zone (ULEZ) to encompass the entire Borough (or strengthening of existing LEZ standards).
- The Lewisham Spine (A21 Healthy Streets Corridor), including Cycle Superhighway standard facilities, low emission bus zone, healthy streets improvements with piazza-type environments.
- Lewisham Station & Interchange will include enhancements to capacity to create a high-quality interchange between National Rail, DLR, the future BLE, buses, taxis, walking and cycling.
- Lewisham Town Centre will be subject to a range of improvements including public realm to provide a high-quality environment and elevate the attraction of the Town Centre.
- Catford Regeneration Masterplan will include the rerouting the South Circular Road to provide more pedestrian space and improvements to transport infrastructure.
- Brockley Station Interchange will create a high-level platform at Brockley Station to provide an interchange between the East London Line and the Lewisham – Victoria Line.

The three-year programme of investment outlines generally smaller-scale LIP funding programmes through which schemes can be delivered by the Borough. The programme was derived through curation of a 'long list' of schemes during internal workshops at the Council, and supplemented by site visits and an eight-week public consultation exercise during which comments and suggestions were gathered from the public using the Commonplace platform.

The funding programmes have been prioritised based on compliance with the LIP and MTS objectives to inform the three-year programme of investment. Where possible, LIP funding will be supplemented with developer funds and in some cases these funds can deliver entire projects without the need to rely on TfL or Council funding.

Key programmes of investment include:

- **Healthy Neighbourhoods:** this programme will adopt the principles of the Liveable Neighbourhoods schemes, and apply them at smaller-scale local levels. It will incorporate 'Healthy Schools' principles and provide measures to encourage more active travel and traffic reduction through point closures, identifying and addressing issues of rat-running.
- **Road Danger Reduction:** including review of 20mph speed limit enforcements, traffic calming and speed camera schemes.
- **Local Pedestrian Improvements:** including accessibility, resurfacing and urban realm improvement schemes.
- **Local Cycling Improvements:** including upgrading of public cycle parking, contra-flow cycle lanes, installation of on-street bike hangars and identifying and upgrading cycle links.
- **Air Quality and Noise:** including delivery of electric vehicle charging points
- **Safer and active travel:** including cycle training, school travel planning and other road danger reduction initiatives.
- **Crofton Park:** completion of streetscape improvement scheme, including widened footways, improved pedestrian crossings, raised table junctions, new street trees and public realm enhancements.

Monitoring

An important part of delivering the LIP is monitoring its progress against the MTS outcomes to ensure that the LIP is succeeding in achieving them. The trajectory of change to achieve the outcomes is likely to change and fluctuate over the course of the MTS period, and monitoring will allow the Council to adjust schemes and interventions to target requirements.

TfL will collect strategic data on behalf of the boroughs for the overarching mode share aim and the nine MTS outcomes to assist in monitoring. In addition to outcome indicators, delivery indicators are also set against each of the nine MTS outcomes. These provide a reference for the delivery of the MTS at a local level. The Borough will monitor and record the delivery indicators and report to TfL once a year in June using Proforma C.

1. Introduction and preparing a LIP¹

Introduction²

The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the GLA Act and sets out how the borough proposes to deliver the Mayor's Transport Strategy (MTS) in its area, as well as contributing to other local and sub-regional goals. It has been developed in accordance with the Revised Guidance for Borough Officers on Developing the Third Local Implementation Plan (LIP3). It also acts as the Borough's Transport Strategy.

This document is the third Transport Strategy and LIP for the London Borough of Lewisham. It covers the same period as the MTS (published in March 2018) and it also takes account of the transport elements of the draft London Plan, and other relevant Mayoral and local policies. The document sets out long term goals and transport objectives for the London Borough of Lewisham for the next 20 years, includes delivery proposals for the three-year period 2019/20 - 2021/22 and sets out the targets and outcomes the borough are seeking to achieve. A more detailed delivery plan is provided for the first financial year 2019/20.

This LIP identifies how the London Borough of Lewisham will work towards achieving the MTS goals of:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

The Council notes that the overarching aim of the strategy is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today, and there are different targets set for central, inner and outer London. The LIP outlines how Lewisham Council will set local priorities and targets in order to assist with achieving this aim.

This document also outlines how the Council will work with TfL to assist with delivering the outcomes, policies and proposals of the MTS.

¹ Requirement R1: No response required in LIP submission. It is a requirement for the borough to provide a response to every Mandatory Requirement.

² Requirement R2: Boroughs are required to include in their LIP an explanation of the statutory background of the LIP process.

Local approval process³

Elected Members have provided guidance to the borough officers during the development of the Draft LIP.

The LIP was considered by the Council's Mayor & Cabinet on 20 September 2018 and Sustainable Development Committee (Scrutiny) in October 2018. It was then submitted for draft consultation in Autumn 2018 to TfL and other consultees.

The Final LIP was revised in response to feedback from consultees, and was submitted for approval by the Mayor & Cabinet in early 2019. The final draft version was submitted to TfL on the 16th February 2019, receiving Mayor of London approval in March 2019.

Statutory consultation⁴

The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with the following organisations:

- The relevant Commissioner or Commissioners of Police for the City of London and the Metropolis
- TfL
- Such organisations representing disabled people as the boroughs consider appropriate
- Other London boroughs whose area is, in the opinion of the council preparing the LIP, likely to be affected by the plan
- Any other body or person required to be consulted by the direction of the Mayor

The borough ran two stages of public consultation:

- a six-week informal consultation (June-August 2018) via the online platform 'Commonplace' to gather both public and internal Council suggestions on local issues and improvements to be considered in the LIP.
- a formal six-week public consultation exercise in Autumn 2018. The consultation appeared on the borough's website along with hard copies

³ Requirement R3: The boroughs are required to outline the democratic processes taken to approve the submission of the LIP at a borough level.

⁴ Requirement R4: Boroughs are required to provide evidence to show that all statutory consultees and any other organisations/groups have been engaged with during the formal statutory consultation period. They must also demonstrate how the views of their consultees have been taken into account.

available on request, and was available for any member of the public to respond.

A range of bodies were directly consulted, including the statutory consultees mentioned above and those included in the table below. A full list of consultees is included in Appendix A. All direct consultees were written to, drawing attention to the consultation, where it could be found on the borough's website, and the closing date.

The direct consultees fall into a number of broad categories as follows:

Statutory consultee	
TfL	
Police	
Disability groups	
Local authorities	
Non-statutory consultee	Number consulted
Emergency Services	2
Transport operators	5
Walking and Cycling associations	3
Freight and Haulage associations	2
Motorcycle groups	1
Business groups	
Resident/community groups and associations	18 local assemblies plus Amenity Societies

In addition to formal feedback from TfL, there were 8 responses from stakeholder consultees via email, and 218 responses to the online public survey. Bodies and individuals responding to the consultation were:

- Transport for London
- Lewisham Cyclists
- Freight Transport Association (FTA)
- Drakefell Road Action Group
- London Borough of Lewisham
- Nature Conservation
- Metropolitan Police
- Lewisham Living Streets
- Grove Park Neighbourhood Forum
- Perry Vale Residents

A more detailed summary of the responses received and the borough's response to individual points raised can be found on the borough's website at <https://www.lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/Pages/Local-implementation-plan.aspx>

Statutory duties⁵

The borough has taken into account all the statutory duties and processes as set out in the requirements in the GLA Act in the preparation of this LIP.

The Public Sector Equality Duty and The Equality Act require councils not to discriminate on the basis of age and ability. Therefore, the roads we live on, or use to get about, need to be usable for all ages and abilities. The Public Sector Equality Duty⁶ states that a public authority must, in the exercise of its function, have regard to the need to:

“eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act” and “take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it”

We have taken account of these duties and the legal duties placed on local authorities through the Health and Social Care Act 2012 to promote public health through transport. The Lewisham objectives and programme of schemes reflects our adherence to the principles of health and equality for all in public transport and highways design.

The borough will meet its statutory duty and conduct a Strategic Environmental Assessment (SEA) and, as recommended, an Equality Impact Assessment (EQIA) on the proposals contained in its LIP. The LIP Outcomes and programmes will be assessed for both purposes, and any necessary changes to the LIP will be identified and made.

The SEA Environmental Report, including a non-technical summary, and a draft of the EQIA will be available on the borough's website during the consultation period. The Environmental Report and Environmental Statement, and the final EQIA will

⁵ Requirement R5: There is a requirement to undertake a Strategic Environmental Assessment and it is recommended that an Equalities Impact Assessment is also done (which addresses the borough's Public Sector Equality Duty). The boroughs are required to consider whether it is appropriate for the LIP to be assessed against other matters, for example crime and disorder, health, economic and business issues, air quality and climate change.

⁶ Equality Act 2010, Public Sector Equality Duty
<https://www.legislation.gov.uk/ukpga/2010/15/section/149>

remain on the website at this link:

<https://www.lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/Pages/Local-implementation-plan.aspx>

LIP approval⁷

The draft LIP will be submitted to the Mayor by 16th February 2019 and approved by the Mayor of London in March 2019.

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⁷ Requirement R6: Boroughs must meet all of the following requirements for the submission of their LIP set out below under the following headings: a. Name of document b. Submitting the document to TfL c. Submission milestones.

2. Borough Transport Objectives

Introduction

This chapter sets out the local context to the Borough's Transport Strategy and LIP. It covers the Borough's detailed interpretation at a spatial level and the local policies and proposals which will help deliver the MTS. The chapter also considers the link between the LIP and other key frameworks against which the borough plans and delivers local services.

The LIP is informed by evidence and analysis of local needs and issues and it is shaped by the wider context of the MTS vision, the MTS Healthy Streets Approach and the MTS policies, proposals and outcomes.

Local context⁸

Lewisham is an Inner London Borough located to the south-east of the city. It is bounded to the north by the River Thames, and bordered by the London Boroughs of Southwark to the west, Greenwich and Bromley to the east and south respectively. It is home to approximately 301,867 people⁹, constituting the 4th highest population of the Inner London Boroughs. However, with the 2nd largest land area of 35.15km², it has one of the lowest population densities of Inner London after Greenwich and the City of London. Densities vary across the Borough as explained within this section.

⁸ Requirement No R7: Boroughs are required to set out the local context including the geographical, demographic and other characteristics of their boroughs, cross-referencing existing policy and context documents as appropriate. Alternatively, please provide web-link(s) to a borough document that contains this information and reference the section and page numbers where this information can be found.

⁹ Office for National Statistics (ONS), Mid-Year Population Estimates, 2016

Figure 1: Lewisham Location



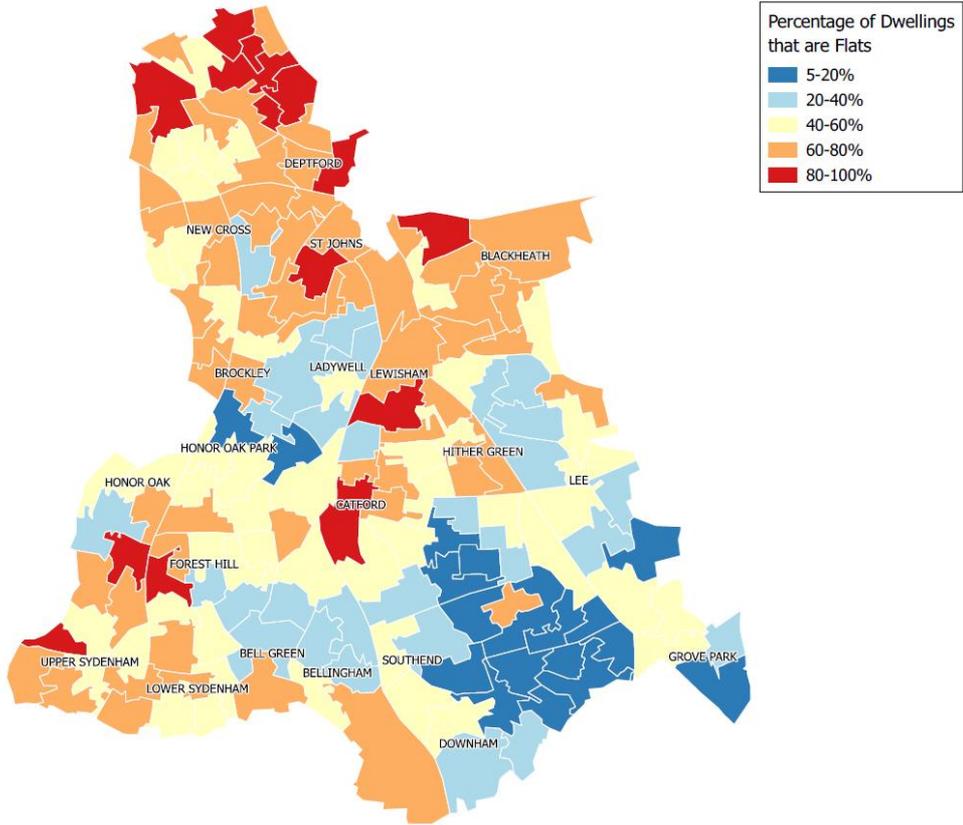
Lewisham is primarily residential in land use, with 44% of the land area comprising domestic buildings and gardens¹⁰. The Borough is characterised by several local centres, including Forest Hill and Sydenham in the south-west which are more suburban in character, and the more urban centres of Catford, Lewisham and Deptford towards the centre and north of the Borough.

Over half (55%¹¹) of dwellings within Lewisham are flats. This is much lower than the average of 74% flatted accommodation within Inner London, and corresponds with the comparatively low population density. As seen overleaf, areas with higher proportions of flatted accommodation broadly correspond with areas of local centres and the Borough becomes more densely populated to the north.

¹⁰ Department for Communities and Local Government (DCLG) Generalised Land Use Database, 2005

¹¹ Valuation Office Agency, Dwellings by Property Type, 2014

Figure 2: Percentage of Dwellings that are Flats



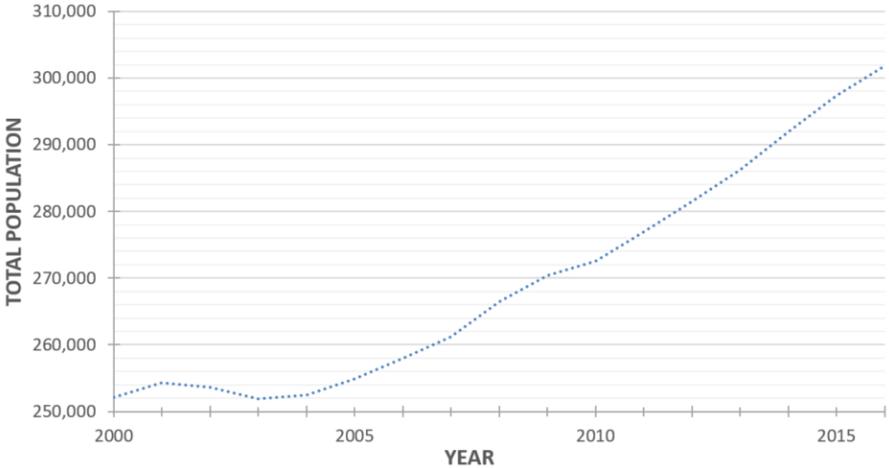
The remaining housing proportions are 32% terraced housing, with under 10% detached and semi-detached housing.

People

As noted previously, the Borough has a resident population of approximately 301,867 people¹² based on the latest 2016 estimates. This has increased by 15.6% (40,679 people) over the past 10 years which is slightly below the overall population increase of 16.5% experienced within Inner London. Since 2005, the rate of population change has increased and has been growing relatively steadily since as shown in Figure 3.

¹² Office for National Statistics (ONS), Mid-Year Population Estimates, 2016

Figure 3: Lewisham Population Increase 2000 – 2016

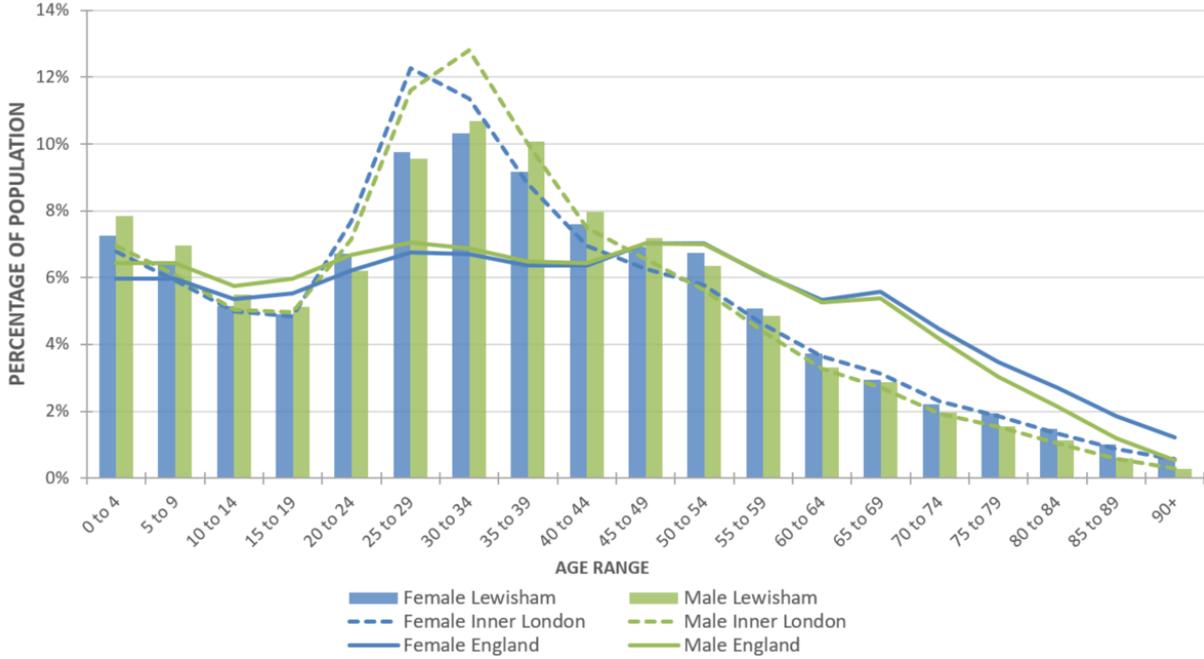


By contrast, the Borough hosts a workday population of approximately 207,571¹³. This figure excludes tourists and includes those who work within the borough, are unemployed, and children. The lower workday population indicates that a higher number of residents leave the Borough to work or go to school than those who enter from other areas.

The average age of Lewisham residents is 35, which is in line with the average for all Inner London Boroughs. The Borough has a relatively young population, with a quarter of residents aged 19 or younger, and just 4% of residents over 75. Figure 4 plots Lewisham’s resident age profile against Inner London and England. As shown, the age distribution is broadly typical of Inner London and is stacked towards a younger populace in comparison to England as a whole.

¹³ Greater London Authority (GLA), Daytime Population, Borough, 2014

Figure 4: Proportion of Residents by Age and Sex



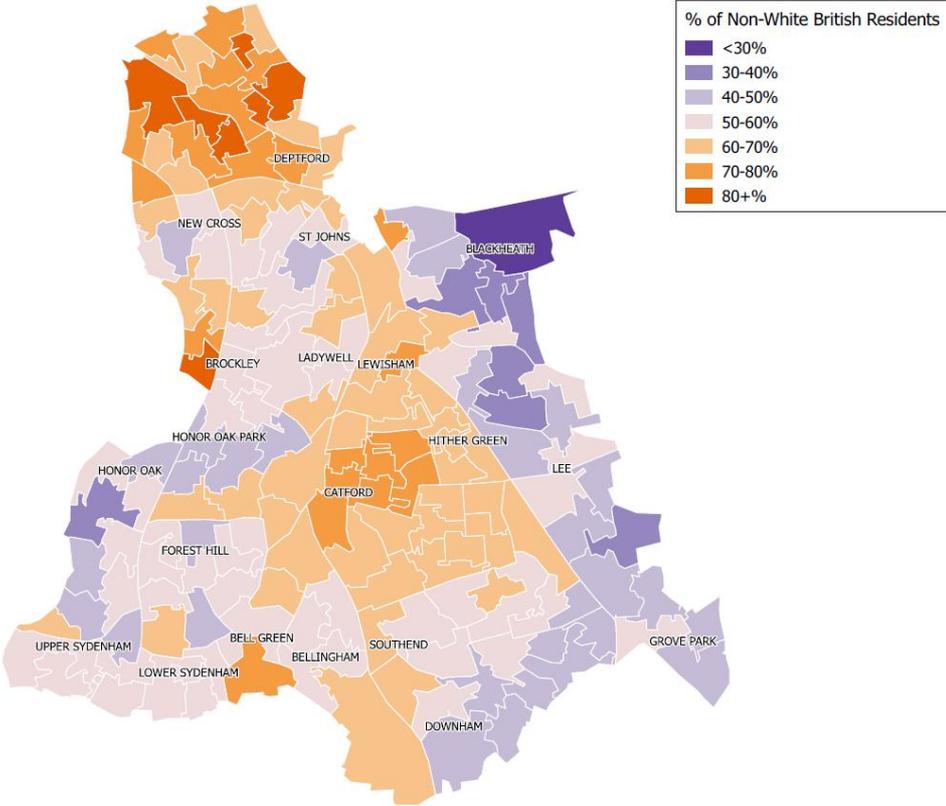
The life expectancy at birth for Lewisham is 79 years for males and 83.4 years for females¹⁴.

Lewisham has a total of 241 individual ethnicities recorded amongst residents during the 2011 Census¹⁵. This is the highest number recorded within England and Wales. The proportion of non-white British ethnicities is 59%, compared to 58% across Inner London and just 20% in England, with the most ethnically diverse areas located to the north and centrally within the Borough as can be seen in Figure 5.

¹⁴ ONS, Life Expectancy at Birth and Age 65, 2015

¹⁵ Census 2011, QS211EW

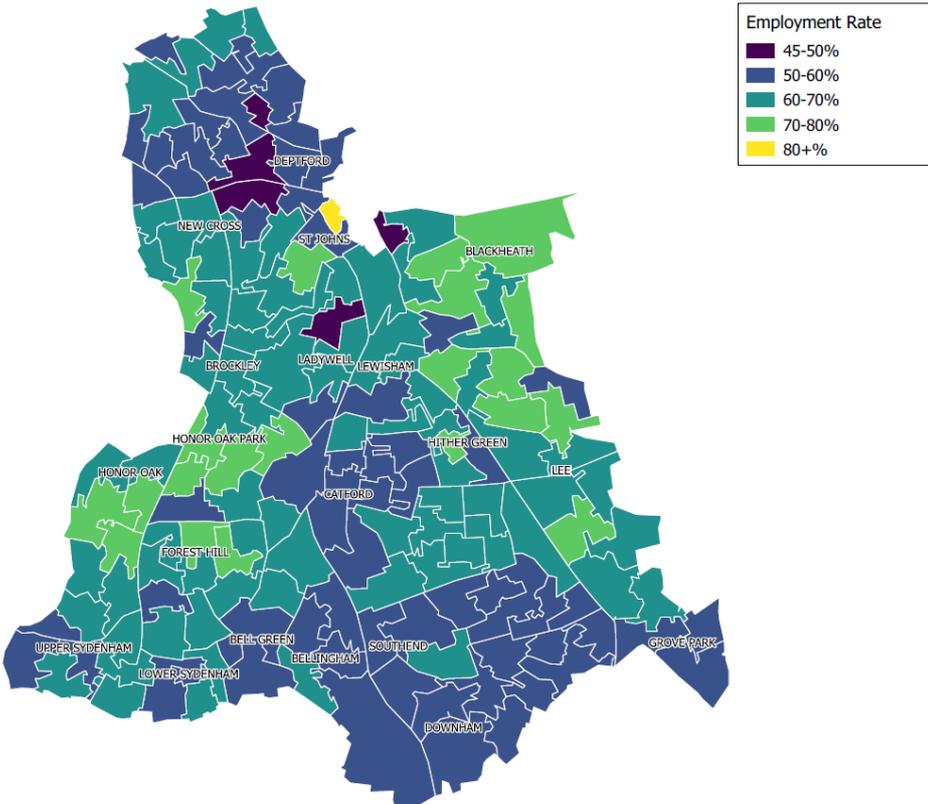
Figure 5: Proportion of Non-White British Lewisham Residents



The employment rate for the Borough is comparatively high amongst the working age population, at 83.2% compared to 73.3% for the Inner London average¹⁶. Figure 6 illustrates the employment rate across the Borough, showing that areas of lowest employment are predominantly to the south of the borough around Downham, Southend and Grove Park, and to the north of the Borough around Deptford.

¹⁶ ONS, Annual Population Survey, 2017

Figure 6: Lewisham Employment Rate



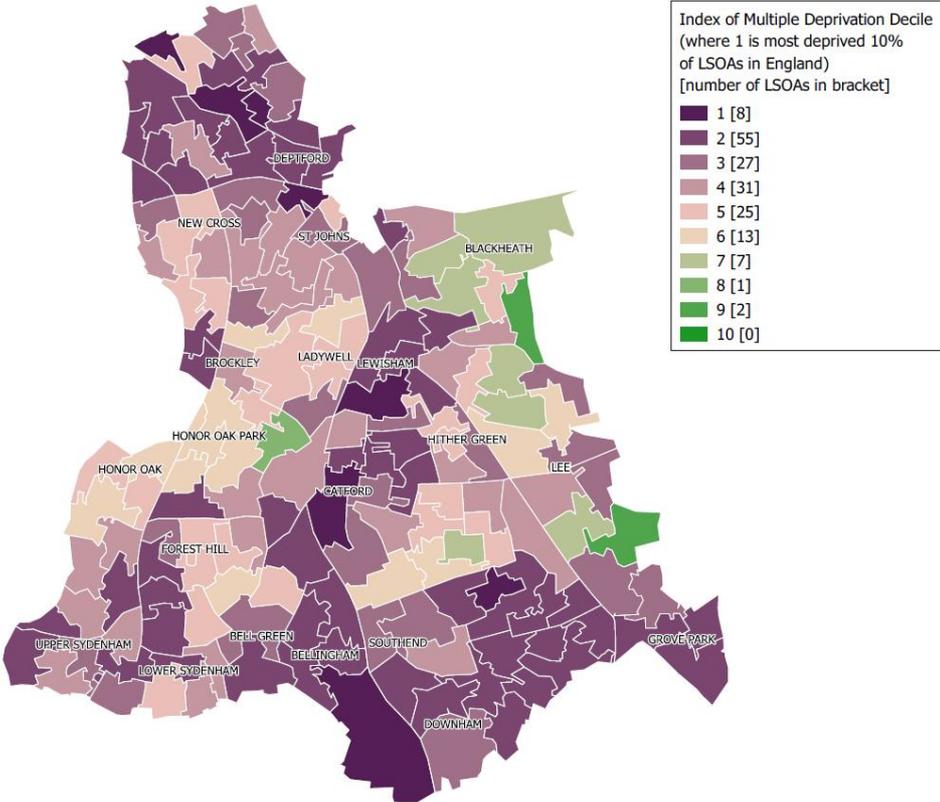
The Index of Multiple Deprivation (IMD) ranks areas Lewisham as the 48th most deprived Local Authority in England¹⁷. This is an improvement upon the previous 2010 release of IMD ratings, in which Lewisham ranked 31st most deprived of 326 Local Authorities in England. The IMD is based upon indicators of income, employment, education, health deprivation and disability, crime, barriers to housing and services, and living environment. Each indicator is scored and given a weighting which is used as the basis for the IMD.

Figure 7 shows the distribution of IMD decile ratings within the Borough at Lower Super Output Area (LSOA) level. These calculated by ranking each LSOA in England from most to least deprived, and splitting the rankings into 10 equal groups. Each decile is given a rating, with decile 1 comprising the most deprived 10% of LSOAs in England, and decile 10 comprising the least deprived 10%.

¹⁷ Department for Communities and Local Government (DCLG), English Indices of Deprivation 2015 for London

The most deprived areas of Lewisham are mostly located to the north of the Borough, around Deptford and Evelyn; to the south around Beckenham and Downham; and centrally around Catford and Lewisham Centre.

Figure 7: Index of Multiple Deprivation Deciles



Air Quality

Lewisham has six Air Quality Management Areas (AQMAs), five covering the entire area to the north of South Circular Road, with the sixth formed the South Circular Road, A212 and A2218. Nine ‘Air Quality Focus Areas’ have been identified, comprising areas that have high levels of pollution and human exposure¹⁸. These are detailed further in subsequent sections.

As would be expected, air quality is worst along the Borough’s main roads, especially the A21 and A2. Nitrogen Dioxide concentrations are above the EU annual average

¹⁸ Air Quality Action Plan 2016 – 2021, London Borough of Lewisham, page 14

limit¹⁹ on these routes. In addition, Particulate Matter (PM₁₀) is above the World Health Organisation guideline across significant areas of the Borough.

Transport

Lewisham's location within Inner London bordered by the River Thames contributes towards its key position for enabling road, rail, and water transit.

The western side of the Borough has links to the north towards Highbury & Islington, and south towards Croydon via the London Overground East London Line. From May 2016, additional services have been added to the line, increasing frequency by 50% after 22:00 with the aim of providing a 15-minute service. This network, together with five other London Overground routes, forms an outer London orbital network, and links the Borough to a total of 84 stations and 19 London Boroughs via the Overground services alone.

The Docklands Light Railway (DLR) links to the north of the Borough providing access to the key employment centre of Canary Wharf, and links to the Greenwich pier, from which a River Bus service departs approximately 3 times per hour daily.

The Borough also has a total of 21 National Rail stations offering access to Southeastern, Thameslink and Southern services and providing links to stations including Victoria, Charing Cross, London Bridge and Blackfriars.

The network is generally well distributed across the Borough, however there are areas in the south-east and the very north of Lewisham that do not benefit from easy access to rail stations (refer to Figure 26 for a PTAL map of the Borough). Further, most rail routes through the Borough are radial, and opportunities for westbound orbital links are limited to infrequent services from Lewisham Station. Orbital services travelling westbound from Lewisham station travel directly over Brockley Station, however there is currently no platform for passengers to access these services. There are proposals to address this through the 'Brockley Interchange' scheme, providing a platform to allow passenger access to these orbital services at the station.

Lewisham sits on a number of key road links, including the A205 South Circular Road which provides an orbital route around Central London, and the A20 and A2 which are radial routes connecting Central London and Kent with links to the M25 Orbital.

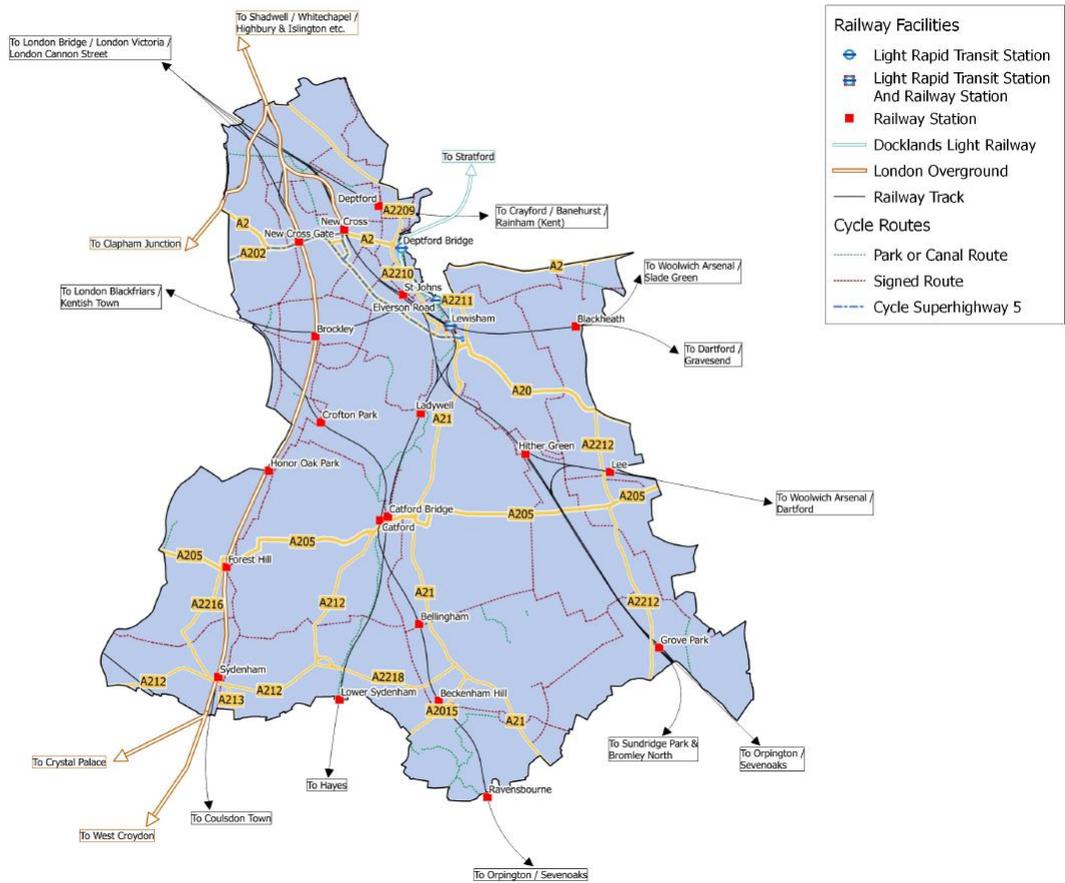
Lewisham has a total of 42 bus routes operated by TfL and predominantly serving the south-eastern Boroughs and Central London. Service frequencies range from

¹⁹ Air Quality Action Plan 2016 – 2021, London Borough of Lewisham

three to 11 buses per hour, with certain links along the A21 and A2 experiencing a cumulation of over 90 buses per hour. Areas to the south and east generally experience a cumulative total of under 15 buses per hour, as fewer services are routed along these links due to their primarily residential nature. Links experiencing the highest bus frequencies are radial, and there is a general lack of orbital bus links, particularly serving the west of the Borough.

Lewisham benefits from an existing network of signed and off-road riverside paths, including the National Cycle Route 21 following the Waterlink Way. Large areas of low movement, local residential streets offer attractive options for less confident cyclists. This is assisted by a Borough-wide 20mph speed limit that was introduced in September 2016 on all Borough-controlled roads. This was introduced to help deliver the Mayor of London’s Vision Zero aim to have no fatal or serious injuries on London’s roads by 2041 for all road users. TfL has also announced its intention to introduce 20mph on parts of its network.

Figure 8: Lewisham Transport



Changing the transport mix

Challenges and opportunities²⁰

The existing infrastructure network in Lewisham is one that presents constraints to capacity and ease of movement, but also one that provides several opportunities for improvement and unlocking growth as a result.

The north of the Borough, around New Cross, Deptford and Lewisham, is well served by rail transport. A high density of stations link to frequent services on the DLR, National Rail and Overground. However, the far north and south-east of the Borough is lacking infrastructure with some areas over 1.5km from the nearest station and served only by infrequent (less than 10 minute frequencies) national rail services.

This is reflected in Borough residents' commuting patterns²¹ – as shown in Figure 9, the areas of highest journey to work car use are clustered in the areas where rail provision is most lacking.

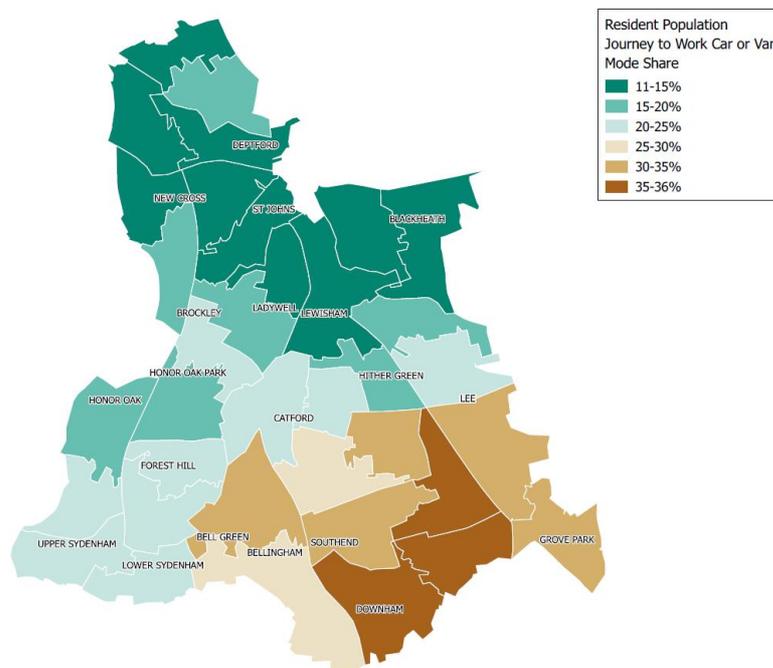


Figure 9: Lewisham Residents Journey to Work Car / Van Mode Share²²

²⁰ Requirement R8: Boroughs are required to identify key opportunities for shifting trips and journey stages to walking, cycling and public transport to contribute to achieving the overarching aim for 80 per cent of trips to be made by active, efficient and sustainable modes by 2041.

²¹ Census 2011, WU03EW - Location of usual residence and place of work by method of travel to work

²² Census 2011, WU03EW - Location of usual residence and place of work by method of travel to work

Improving links to the south east would therefore provide the opportunity to make significant steps towards achieving the MTS Outcome 3 of reducing car ownership and use. With this in mind, LB Lewisham support the proposed Bakerloo Line Extension (BLE) to Lewisham, but advocate for its potential extension to Hayes to be implemented as a single phase. This would provide the capacity and frequency of service to support lower car use levels in the south-east of the Borough.

The BLE extension to Hayes would also unlock the potential to implement a stronger orbital bus network. At present, both bus and rail orbital routes are limited making radial movements typically faster than orbital trips. The key orbital road links, such as the South Circular Road, contribute towards orbital trips being more attractive by car. This is evident in commuting patterns to and from Lewisham. The top 10 origins and destinations for Lewisham commuters, and corresponding mode shares are detailed in Tables 2.1 and 2.2 overleaf²³.

Emerging Technologies and Opportunities

The borough recognises that emerging technologies around electric and autonomous vehicles are over coming years going to play a bigger part in the boroughs transport make up. As a result we are constantly monitoring the development of technologies, emerging best practice and exploring the possibilities of future trials and funding opportunities.

Another possible mechanism available to the borough in the future maybe a form of road user charging, any use of this type of charging would need to be balanced against the boroughs aspirations to reduce traffic at peak times and the needs of the boroughs residents and businesses.

²³ Census 2011, WU03EW - Location of usual residence and place of work by method of travel to work

Table 2.1: Top 10 Origins of Commuters to Lewisham

Rank	Origin	% of Commuters	Tube, Light Rail or Tram	Train	Bus, Minibus or Coach	Taxi	Powered Two-Wheeler	Driving a Car or Van	Car or Van Passenger	Bicycle	On Foot	Other
1	Lewisham	38.6%	2.1%	6.1%	27.2%	0.2%	0.5%	29.6%	2.1%	3.7%	28.1%	0.3%
2	Greenwich	10.8%	2.3%	8.1%	33.1%	0.2%	1.0%	42.9%	2.8%	3.2%	6.0%	0.3%
3	Bromley	10.1%	1.2%	10.9%	14.2%	0.2%	1.4%	63.4%	3.3%	2.2%	2.9%	0.2%
4	Southwark	6.4%	3.2%	6.5%	41.2%	0.1%	0.6%	33.3%	1.4%	6.3%	7.0%	0.3%
5	Bexley	5.8%	0.9%	18.8%	11.4%	0.3%	2.4%	61.5%	2.9%	1.1%	0.5%	0.1%
6	Croydon	3.6%	3.7%	19.3%	16.5%	0.1%	1.1%	53.9%	1.8%	1.5%	1.7%	0.3%
7	Lambeth	2.8%	7.7%	14.8%	28.7%	0.3%	1.1%	37.5%	1.6%	6.1%	1.9%	0.3%
8	Dartford	1.4%	0.7%	19.6%	2.4%	0.0%	1.8%	71.2%	3.5%	0.5%	0.1%	0.1%
9	Newham	1.3%	43.9%	16.6%	13.4%	0.1%	0.6%	21.5%	1.0%	1.5%	1.3%	0.1%
10	Wandsworth	1.2%	15.1%	24.3%	14.2%	0.0%	2.1%	25.2%	0.6%	5.8%	12.4%	0.2%
Overall Mode Share:			5.7%	11.5%	21.7%	0.2%	1%	41.1%	2.3%	3.2%	13.1%	0.3%

Table 2.2: Top 10 Destinations of Commuters from Lewisham

Rank	Destination	% of Commuters	Tube, Light Rail or Tram	Train	Bus, Minibus or Coach	Taxi	Powered Two-Wheeler	Driving a Car or Van	Car or Van Passenger	Bicycle	On Foot	Other
1	Westminster	20.6%	20.5%	57.7%	11.4%	0.1%	1.3%	2.8%	0.2%	5.1%	0.8%	0.2%
2	Lewisham	18.7%	2.1%	6.1%	27.2%	0.2%	0.5%	29.6%	2.1%	3.7%	28.1%	0.3%
3	Southwark	10.6%	5.7%	33.7%	24.0%	0.2%	1.0%	24.1%	1.5%	6.0%	3.7%	0.2%
4	Bromley	5.8%	1.2%	9.0%	33.6%	0.1%	0.5%	45.8%	2.9%	2.1%	4.5%	0.4%
5	Tower Hamlets	5.6%	56.5%	21.6%	4.6%	0.2%	1.1%	8.6%	0.5%	4.8%	1.0%	1.2%
6	Camden	5.5%	22.7%	54.4%	10.6%	0.1%	1.7%	3.8%	0.2%	5.6%	0.7%	0.1%
7	Lambeth	5.4%	6.3%	33.9%	27.0%	0.1%	1.4%	24.1%	0.9%	5.2%	0.8%	0.3%
8	Greenwich	4.9%	5.1%	5.9%	30.2%	0.1%	0.8%	41.6%	1.8%	5.3%	8.8%	0.2%
9	Islington	3.1%	27.4%	48.5%	9.0%	0.2%	2.0%	5.1%	0.4%	5.6%	1.6%	0.2%
10	Croydon	2.0%	8.5%	26.7%	20.1%	0.1%	0.7%	37.9%	1.4%	1.6%	2.6%	0.4%
Overall Mode Share:			15.2%	30.8%	18.5%	0.1%	1.1%	21.3%	1.3%	4.3%	7.1%	0.3%

 Top Mode of Travel

Each London Borough for which the top mode share is private car is located to the east, west and south-east of Lewisham, thereby predominantly requiring orbital routes to be taken to and from the Borough.

To better understand the internal vehicle movements occurring within Lewisham, the same Census data²⁴ was interrogated to determine the approximate demand of commuters travelling within the Borough by car. The Borough was split into five zones based on groupings of Census Middle Super Output Areas (MSOAs), approximately divided by the Borough's main roads, as follows:

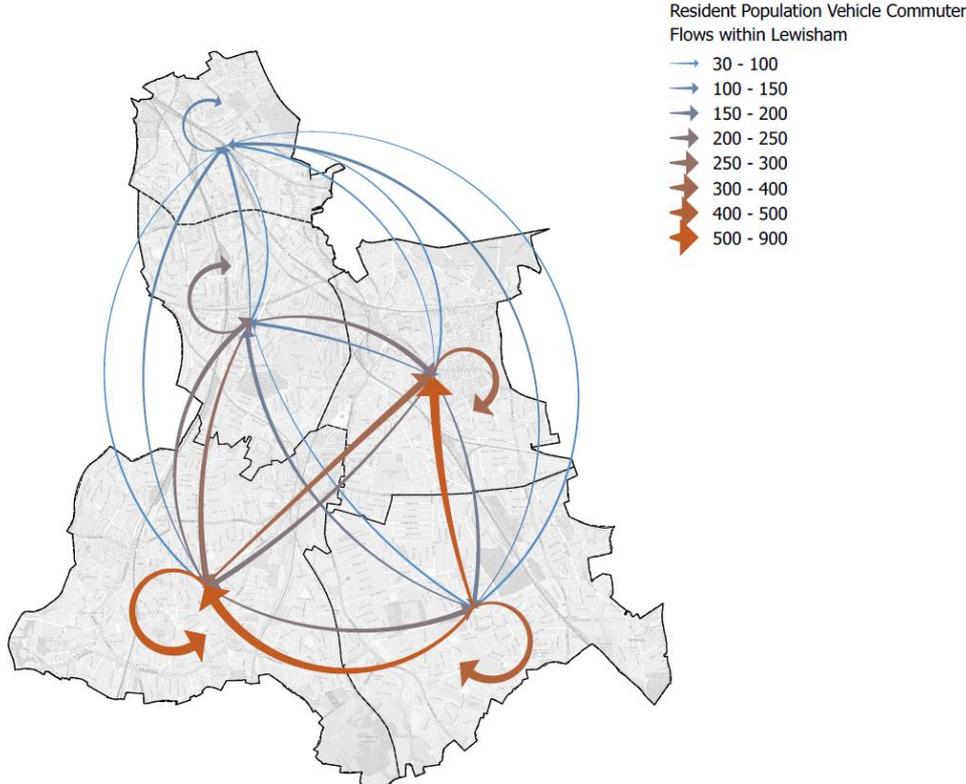
- North: Deptford, New Cross
- Central East: Lewisham, Hither Green, Blackheath, Lee
- Central West: Brockley, Ladywell, Crofton Park
- South East: Catford South, Southend, Downham, Grove Park
- South West: Honor Oak, Forest Hill, Perry Vale, Sydenham, Bell Green

The commuter flow patterns of car drivers between each of these areas are visualised in Figure 10. Whilst the South East generates a high number of vehicle trips, it is not a major trip attractor. The Central East and South West areas attract the highest in-flows of vehicle commuters. This is likely due to the predominant land uses within each area; the South East is predominantly residential, whilst the Central East and South West areas contain Lewisham and Catford respectively, both of which are employment centres. However, by comparison, the areas of higher public transport accessibility to the north demonstrate lower car use to the same areas.

The patterns reflect those of overall car mode share shown in Figure 9, with the smallest numbers of vehicle movements occurring to and from the North. Internal vehicle commuting is concentrated in the South, particularly originating in the South East to the South West and Central East areas, and internally within the South West.

²⁴ Census 2011, WU03EW - Location of usual residence and place of work by method of travel to work

Figure 10: Lewisham Residents Vehicle Commuter Flows within Lewisham²⁵



²⁵ Census 2011, WU03EW - Location of usual residence and place of work by method of travel to work

The above mode share figures are derived from 2011 Census Travel to Work data. This data provides the most detailed information on a locational basis across the Borough, and these patterns are unlikely to have changed significantly in the interim. The London Travel Demand Survey (LTDS) ²⁶ provides the most recent mode share data for 2014/15 to 2016/17, for all trips taken from the Borough (rather than just travel to work data). These are summarised in Table 2.3, and provide an indication of mode share across the entirety of the Borough for all trip types.

Table 2.3: LTDS Lewisham Trips per Day and Mode Shares

Borough	Lewisham	Inner London
Trips per day (000s)	551	8,343
Rail	9%	7%
Underground /DLR	3%	15%
Bus / Tram	18%	16%
Taxi / Other	1%	2%
Car / motor-cycle	33%	19%
Cycle	3%	4%
Walk	33%	38%
All Modes	100%	100%

Investment in strengthened orbital routes and interchanges, such as the MTS proposal at Brockley Station, would present the opportunity to influence modal shift for both incoming and outgoing commuters who have limited alternative modes to private car use at present.

Lack of rail infrastructure limits opportunity for similar orbital interchanges to the south of the Borough; however new, reliable and frequent east-west bus routes would provide more viable travel options for commuters living or working in the south. There is also opportunity to supplement the gap in public transport infrastructure with active travel, and the predominantly quieter, residential street types lend themselves to the implementation of Quietway routes.

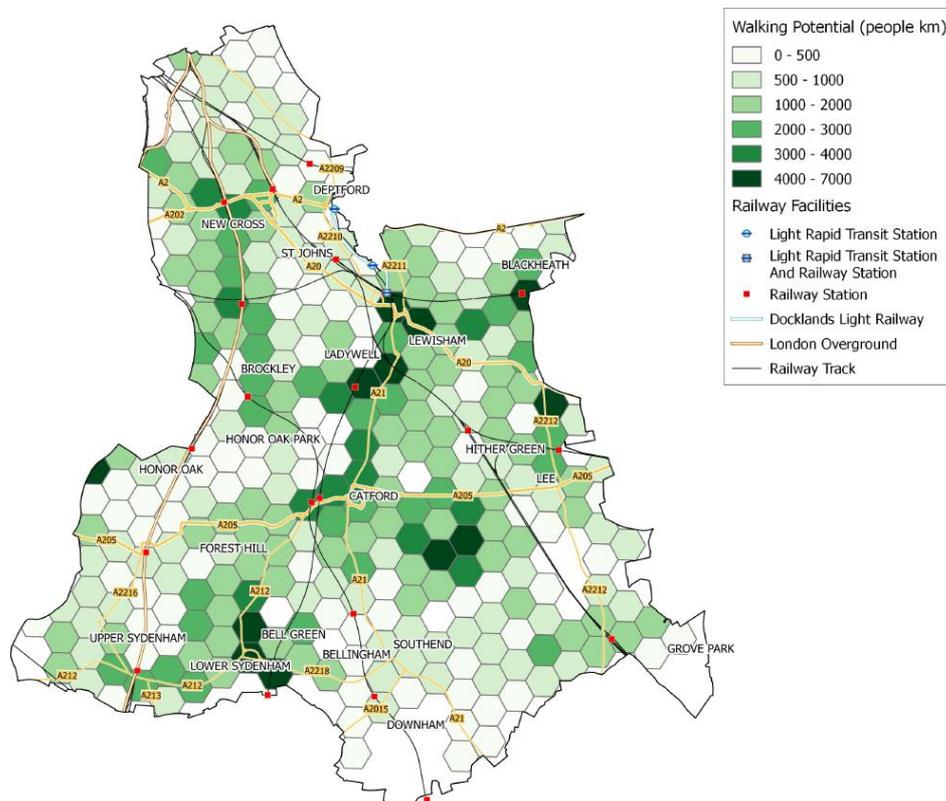
Figure 11 and Figure 12 illustrate the level of walking and cycling potential across a 350m hex grid in the Borough. These are derived from the London Travel Demand Survey (LTDS), and represent trips that could reasonably be walked or cycled, but are not at present. The trip data is plotted along the road network for walking potential, and using link data assigned by the Cycle Network for London (Cynemon)

²⁶ LTDS, Londoners' trips by borough of origin, trips per day and shares by main mode, average day (7-day week) 2014/15 to 2016/17.

model by TfL for cycle potential. The total walk or cycling trip length in km is then summed per cell to calculate the walking and cycling potential.

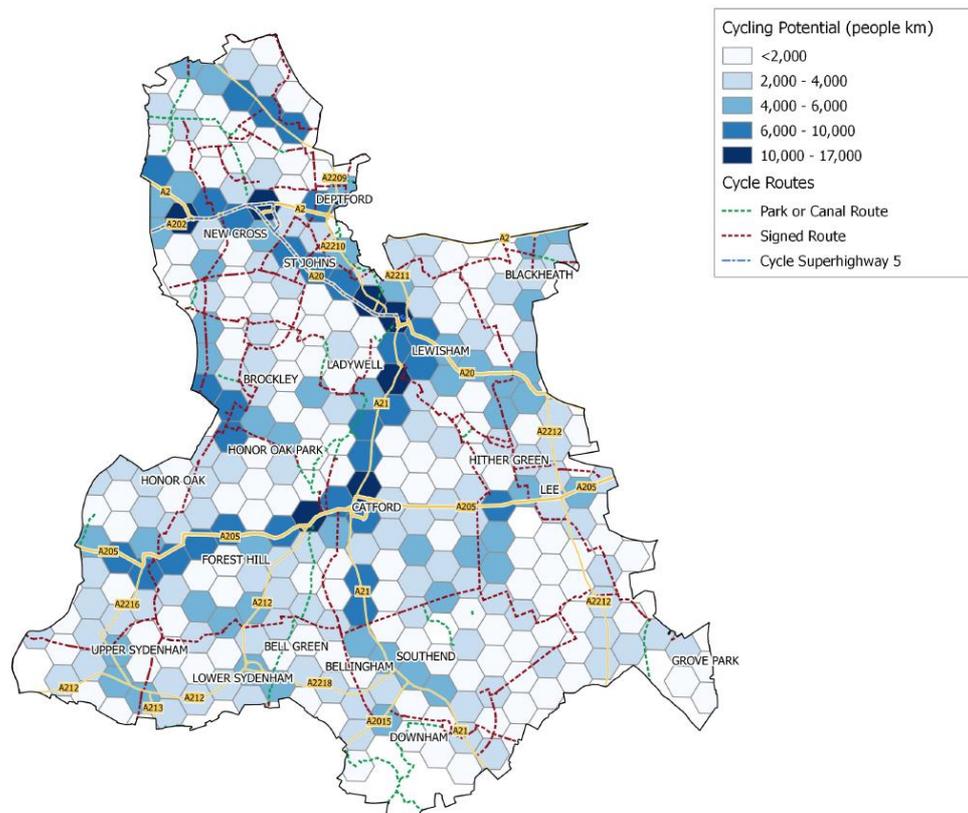
As can be seen, potential cycle trips are concentrated along the major road network and potential walking trips are more widely distributed across the Borough. The south-east of the Borough has fewer potential walking and cycling trips being made. However, this is likely to be due to a lower population density (see Figure 2) and more dispersed goods and services, rather than higher existing pedestrian and cycle mode share. Providing effective active travel links to public transport access points will provide opportunities for multi-modal journeys, incorporating walking and cycling in to longer-distance journeys.

Figure 11: Potential Walking Trips²⁷



²⁷ TfL City Planner Tool: Walking Potential (LTDS Switchable trips 2010-15)

Figure 12: Potential Cycling Trips²⁸



The gathering of real, meaningful data about the travel habits of Lewisham residents is an ongoing challenge, however if successful provides the opportunity to gain a true understanding of influences to travel habits and how to improve them. Travel plans can provide an invaluable tool in data gathering for schools, workplaces and residential developments. Whilst there is the tendency for travel plans to become a ‘tick-box’ exercise, Lewisham recognises their potential value when used in an effective manner, in gaining real and true understandings of motivating and limiting factors in travel behaviour. Further, the Commonplace consultation tool allows the public to directly submit ideas, and identify issues and opportunities in the Borough using their local knowledge and day-to-day experience of the transport network.

Using these data-gathering exercises allows for direct feedback from the users themselves. Mode-shift incentives can then be tailored directly to feedback from those who are affected, allowing the biggest chance at addressing the limiting factors to sustainable travel in a local and user-oriented way.

²⁸ TfL City Planner Tool: Cycling Potential (LTDS Switchable trips 2010-15)

Borough objectives²⁹

Our objectives align and assist with meeting the Mayor’s Transport Strategy aim of increasing the sustainable travel mode share. Specific outcome indicators are included to aid delivery of the LIP objectives.

The four priority objectives and outcomes are summarised below, with reference to the aligning MTS outcomes.

Lewisham LIP		MTS Outcomes
Objectives	Outcomes	
Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham	Improved network of cycling and walking routes with links to town centres and improved east-west connections	1, 3, 7, 6
	Reduced ownership and use of private motor vehicles	
	Improved public transport links to the south, including the delivery of the Bakerloo Line Extension	
	Creation of new orbital public transport connections and improved interchange	
Lewisham’s streets will be safe, secure and accessible to all	Improved safety and security will increase social inclusion and encourage walking and cycling	2, 6
	100% of all feasible bus stops will be brought to TfL accessible standards	
	Increase number of step-free rail stations	
	Eliminate fatal and serious collisions on Lewisham’s roads	
Lewisham’s streets will be healthy, clean and green with less motor traffic	Reduce air pollution from road traffic	3, 4
	Encourage switch to electric vehicle use and reduce car ownership in absolute terms	
	Reduce traffic levels, congestion and vehicle idling and encourage active travel	
	More street trees to promote carbon capture	
Lewisham’s transport network will support new development whilst providing for existing demand	Walking, cycling and public transport will be prioritised in new developments as the best options	5, 8, 9
	Work with TfL and Network Rail to increase public transport capacity in the Borough, to support growth	

²⁹ Requirement R10: Boroughs are required to set objectives that explicitly assist with meeting the Mayor’s Transport Strategy aim of increasing the sustainable travel mode share.

Mayor's Transport Strategy outcomes^{30 31}

The following section outlines the local challenges and opportunities for Lewisham in the context of the nine MTS outcomes, and details how Lewisham can contribute towards the achievement of the outcomes. Outcome indicators have been detailed within the MTS with measurable targets for 2021 and 2041 for outcomes 1 to 7. These vary by borough. Lewisham's specific indicator targets have been detailed in the following sections under 'MTS Borough Objectives', and are also summarised as follows:

Outcome	Current	2021	2041	
80% walking, cycling, public transport	68%	72%	81%	
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Target 1a: % of residents doing at least 20mins of active travel	37%	44%	70%	
Target 1b: % of residents within 400m strategic cycle network	4%	19%	71%	
Outcome 2: London's streets will be safe and secure				
Target 2: Vision Zero (KSI)	67	48	0	
Outcome 3: London's streets will be used more efficiently and have less traffic on them (annual vehicle km)				
Target 3a: Reduce the volume of traffic in London (annual vehicle kilometres (millions))	low: -15% by 2041	766	747	635
	high: -20% by 2041	766	747%	598
Target 3c: Reduce car ownership (no. of cars owned)	79, 792	75,100	67,800	
Outcome 4: London's streets will be clean and green				
Target 4a: CO2 (tonnes)	155,200	132,000	34,800	
Target 4b: Nox (tonnes)	610	200	30	
Target 4c: PM10 (tonnes)	54	44	24	
Target 4d: PM2.5 (tonnes)	30	21	12	
Outcome 5: The public transport network will meet the needs of a growing London				
Target 5: PT Use (Trips per day (000s))	222	255	331	
Outcome 6: Public transport will be safe, affordable and accessible to all				
Target 6: Step-free journey time (% change between 2015 and 2041)			-51%	
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				
Target 7: Bus Speeds (mph) 15% overall reduction	high: +15% by 2041	9.2	9.6	10.6
	low: +5% by 2041	9.2	9.3	9.7

³⁰ Requirement R9: Boroughs are required to set out local issues, challenges and opportunities within the context of contributing towards the achievement of the nine Mayor's Transport Strategy outcomes and the relevant policies and proposals.

³¹ Requirement R11: Boroughs are required to identify a set of locally specific LIP objectives that contribute to achieving the nine outcomes of the Mayor's Transport Strategy, and the relevant policies and proposals.

For outcomes 8 and 9, this section provides detail on how Lewisham will contribute towards achieving them.

Outcome 1: London's streets will be healthy and more Londoners will travel actively

Challenges and opportunities

Lewisham has an ambitious vision for the future of cycling in the Borough, and wants to become one of the easiest and safest places to cycle in London. The Lewisham Cycle Strategy (2017) details four key targets:

- Double the number of cycling journeys
- Increase the proportion of employed residents cycling to work to 10%
- Halve the casualty rate of cyclists
- Increase the number of children cycling to school by 50%

The potential for cycling to grow in Lewisham is great. There are 282,600 trips made daily by Borough residents that are potentially cyclable, and 93.5% (264,200) of these are being made by other modes³².

Despite an existing upward trend in commuter cycling levels, there is potential to accelerate the trend to rival other Inner London Boroughs which have experienced significant growth as evidenced by the Census 2001 and 2011 data³³,

Lewisham benefits from an existing network of signed and off-road riverside paths, including the National Cycle Route 21 following the Waterlink Way, and large areas of low movement, local residential streets that offer attractive cycling for less confident cyclists.

The demographic of Lewisham residents also lends itself to a potential willingness to change habits towards cycling. Almost 40% of Lewisham residents are aged between 20 and 39, which is the most popular age range for regular cycling. 18% of residents have reported cycling at least once per month³⁴. This proportion of the population having existing experience of cycling is encouraging. Though infrequent, it indicates a proportion of the population are willing and confident enough to cycle

³² Analysis of Cycling Potential, Transport for London, 2016

³³ Lewisham Cycle Strategy, London Borough of Lewisham, p12, 2017

³⁴ Walking and Cycling by Borough, Department for Transport, 2015/2016

and pre-existing level of confidence that can be built upon to encourage more regular use, or perhaps a move away from recreational to cycling for transport.

One of the most significant barriers to cycling is the perception of safety, and fear of traffic. The Lewisham Cycle Strategy (2017) identifies 'fear of being involved in a collision', 'too much traffic', and 'lack of confidence' as the main deterrents for those taking up cycling. By comparison, the fear of being involved in a collision is more than 10% lower, and lack of confidence is less than half the number as a deterrent to cycling more amongst existing cyclists.

Perceived and real concerns are equally significant in deterring cycling and need to be addressed. Solutions which provide protection and continuity without delays are likely to be attractive for the majority. This type of provision for cycling will mean re-allocating road space away from motor vehicles, and reducing on-street car parking (both of which can be contentious).

Walking trips make up almost a quarter of journeys per day in London³⁵. Creating a better walking environment in Lewisham will connect communities, increase social inclusion and provide people with a chance to enjoy their local area.

Current barriers to walking in London predominantly relate to traffic and safety. 21% of Londoners say too much traffic is a barrier to walking, and 14% say traffic travelling too fast is what stops them walking more³⁶. Reducing levels of traffic in Lewisham will improve environments that can otherwise be intimidating and unpleasant for pedestrians, alleviating these current barriers to walking.

The Council is also committed to creating appealing environments for walking. Providing visual interest, greenery and other features can encourage people towards walking by providing a leisure aspect to their journey.

Schemes such as these have the potential to encourage modal shift away from the car in the south-east of the Borough. With a comparatively sparse public transport network in the south, many trips that are too far to walk are likely to be made by car. This is reflected in car-commuting patterns as shown in Figure 9 previously. The number of potential walking trips is low in the area (see Figure 11). However, the residential character and high car use indicates that this is caused by a lower density of goods and services, requiring trips beyond walkable distances, rather than an

³⁵ Walking action plan: making London the world's most walkable city, TfL, 2018, page 19

³⁶ Walking action plan: making London the world's most walkable city, TfL, 2018, page 27

existing high walking mode share. However, in lieu of a significant step-change in public transport provision, creating attractive walking corridors can encourage a shift towards multi-modal journeys from the south. The Lewisham Spine (A21 Healthy Streets Corridor) proposals will unlock this potential by linking the south of the Borough to the better-connected public transport infrastructure to the north. The Borough also intends to improve walking and cycling links to Beckenham Palace Park, including considering the potential of re-routing the National Cycle Route 21 through the park. The Council would like to see improved cycle facilities along the South Circular road (managed by TfL), which would strengthen provision for currently under-served orbital movements in the Borough. However, there are a number of challenges to be overcome, particularly in terms of constraints on road space.

These proposals would better link the south of the Borough to the park, but there is also opportunity to incorporate better links to the neighbouring Ravensbourne and Beckenham Hill rail stations.

High concentrations of potential walking trips are also focussed around Lewisham Centre, Ladywell, Blackheath Station, Burnt Ash, Lower Sydenham and around Torridon Road / Dowanhill Road. The Council has identified schemes for pedestrian improvements at Lewisham town centre³⁷ and Burnt Ash Road, and will investigate opportunities for further capitalising on areas with high walking potential to encourage mode shift.

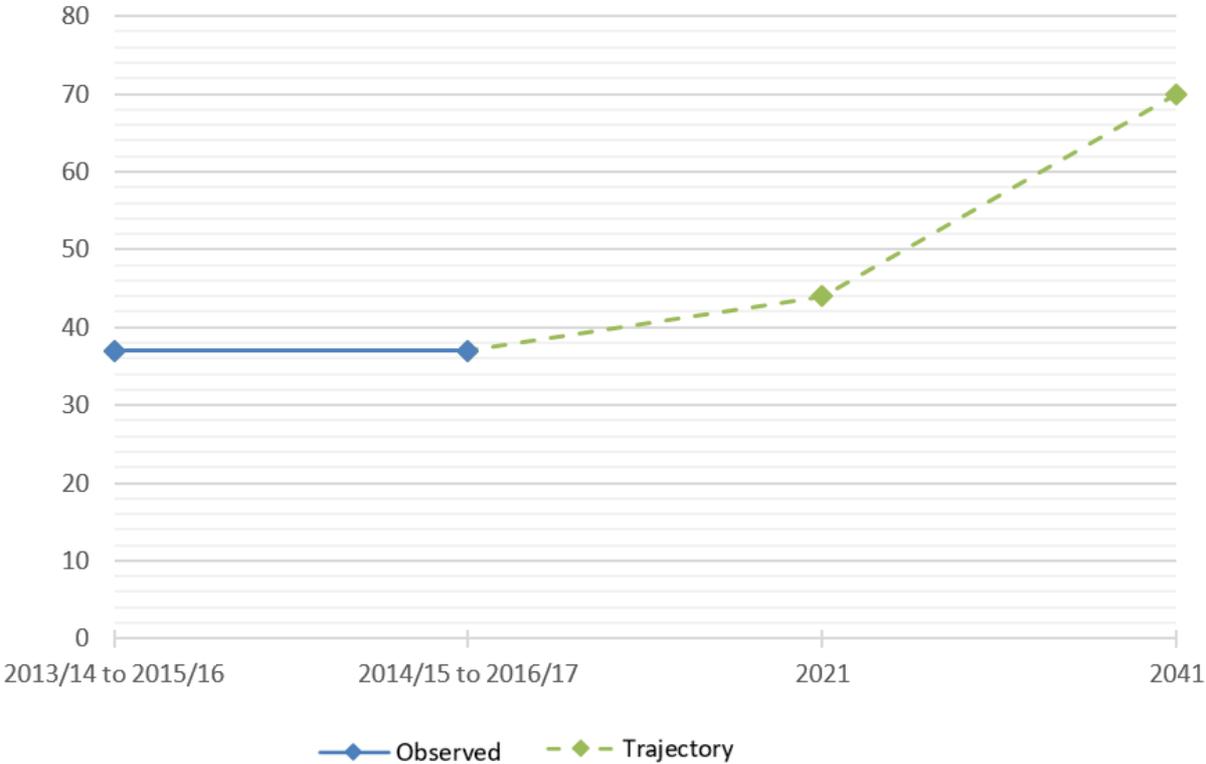
³⁷ Lewisham Town Centre Local Plan, London Borough of Lewisham, February 2014

MTS Borough Objectives

Outcome 1a: Londoners to do at least the 20 minutes of active travel they need to stay healthy each day

The majority (70%) of Lewisham residents will report doing at least two x 10 minutes of active travel a day by 2041, as evidenced through the London Travel Demand Survey (LTDS).

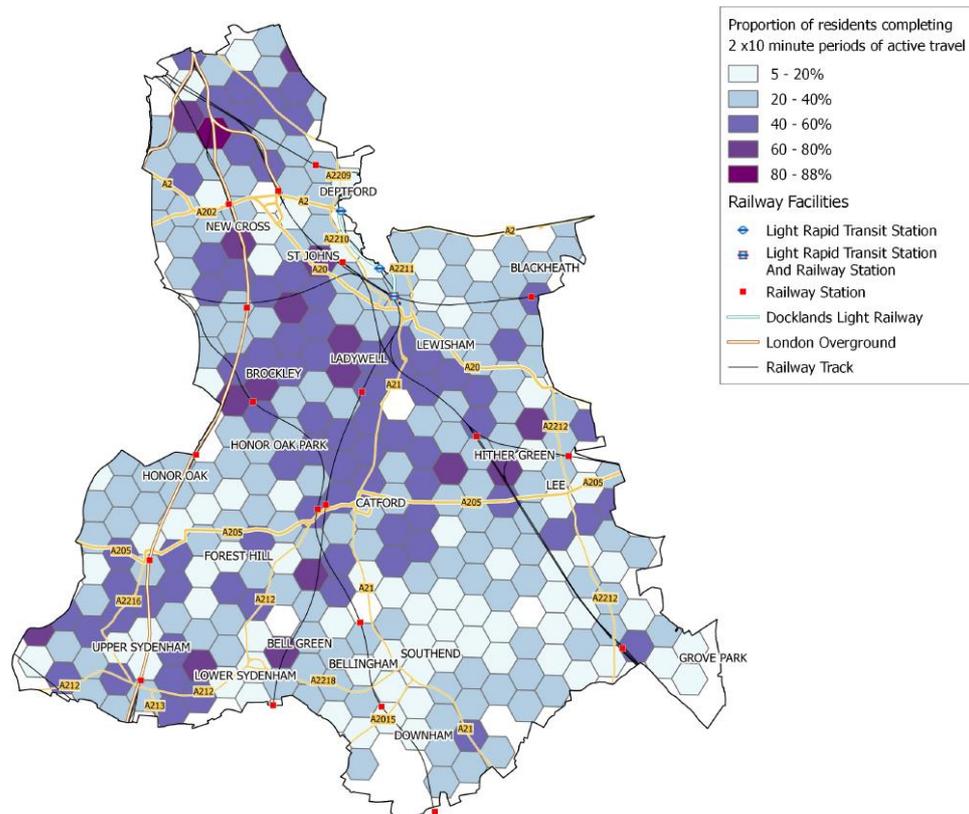
Chart 1: Percentage of residents doing at least two x10 minutes of active travel a day



Source: LIP3 MTS outcomes borough data pack v1_1

Figure 13 illustrates the distribution of residents currently meeting this target across the borough. The dataset represents the proportion of residents who report completing 2 x 10 minute periods of active travel (walking and cycling) on an average day, as derived through the LTDS from 2005/06 to 2015/16.

Figure 13: Proportion of Residents completing 2x10 minute periods of active travel³⁸



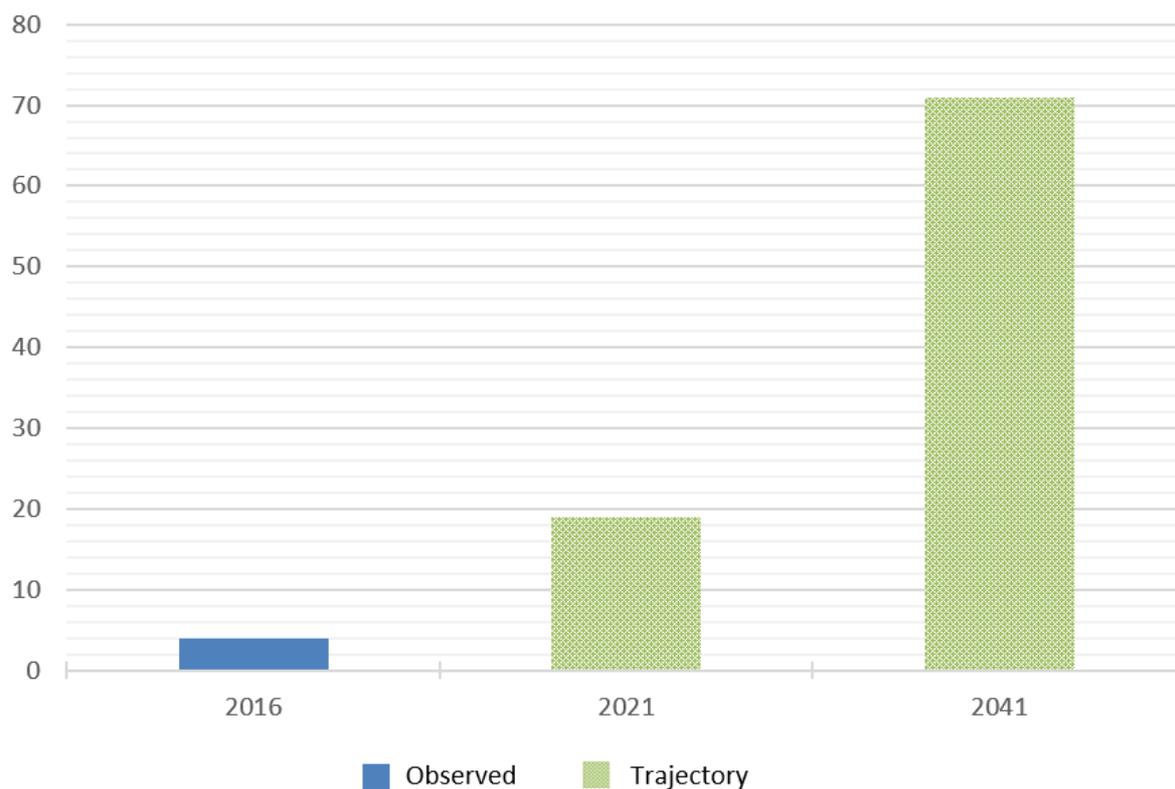
The data shows that areas of higher public transport accessibility (see Figure 26 for a map of PTAL) and lower car use (see Figure 9) typically have a higher proportion of active travel users. This is likely due to higher instances of multi-modal journeys associated with accessing public transport. The aspiration of this LIP to increase active travel links to public transport access points within the south of the Borough, where active travel is shown to be lowest, will therefore assist in achieving this outcome.

³⁸ TfL City Planner Tool: 2x10 minute trips 2005/06 to 2015/16

Outcome 1b: Londoners have access to a safe and pleasant cycle network

The majority (71%) of Lewisham residents will live within 400m of the strategic cycle network (SCN) by 2041, measured via GIS analysis of the cycle network.

Chart 2: Percentage of population within 400m of strategic cycle network

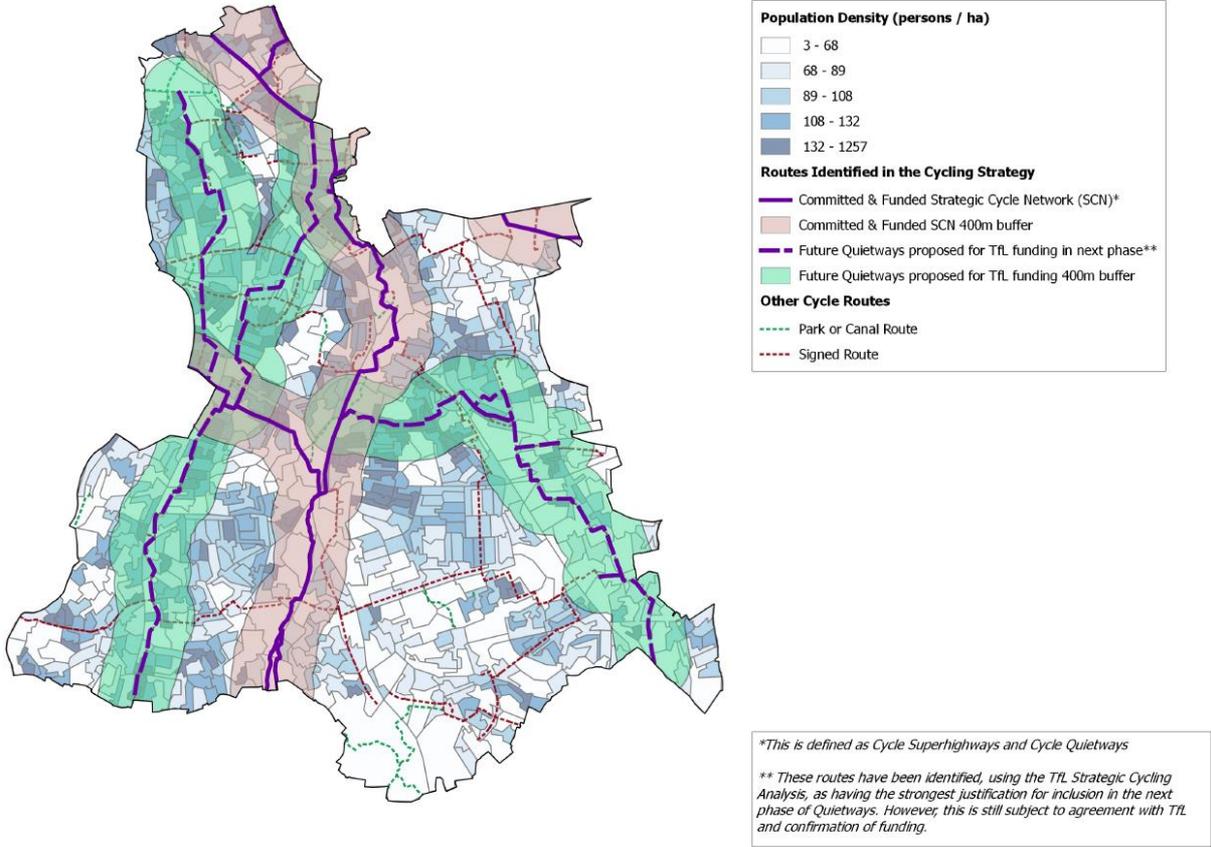


Source: LIP3 MTS outcomes borough data pack v1_1

An initial GIS analysis has been undertaken to assess how Lewisham might progress towards achieving these targets, and where investment will be needed up to 2041.

Two future scenarios have been tested by plotting the potential SCN under each scenario and extracting the proportion of Lewisham's population living within a 400m buffer of the routes. This has been achieved using Census 2011 population data at Output Area level. It is expected that the results of this analysis may be higher in reality, as many areas that have experienced significant population growth since 2011 lie within the 400m buffer zones.

Scenario 1: Committed and Funded SCN + Future Quietways Proposed for TfL funding



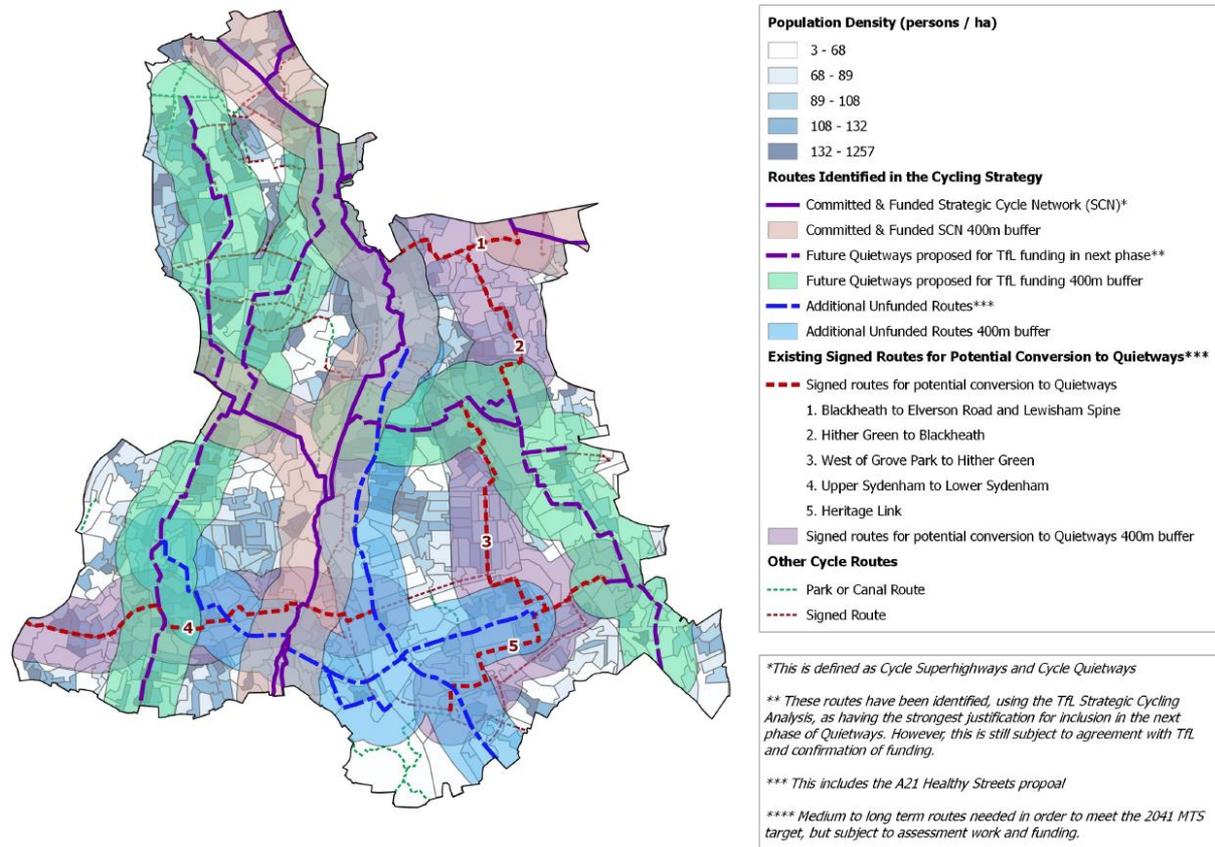
The above analysis plots what is considered to be realistically achievable by 2021. This includes committed and funded Quietways and CS4, as identified in the Lewisham Cycle Strategy³⁹. It also includes additional unfunded Quietways identified within the strategy which have been identified by TfL as aligning with their strategic priorities.

One exception is the inclusion of the Quietway extending from Lee to Grove Park, to the south-east of the Borough. This has not been identified by TfL’s strategic analysis as a priority. However, the Council recognises a need for provision in this area to achieve an uptake in walking and cycling, as the area currently experiences a low PTAL and high car usage. Delivering this section of Quietway would therefore assist in achieving the MTS targets. This would be supplemented by further routes in this part of the Borough in future years.

³⁹ Lewisham Cycle Strategy, London Borough of Lewisham, 2017, page 31

Under this scenario, approximately 45% of Lewisham’s population would lie within 400m of the SCN.

Scenario 2: All routes identified in Lewisham Cycle Strategy and Existing Signed Routes for Potential Conversion to Quietways



The above analysis plots what may comprise the SCN by 2041, at a preliminary level. This includes all routes identified within the Lewisham Cycle Strategy⁴⁰, including routes that have not been identified by TfL as priorities at this stage. It also includes an additional five existing signed routes that have been identified by the Borough for further investigation for conversion to Quietways.

Under this scenario, approximately 67% of Lewisham’s population would lie within 400m of the SCN.

As noted previously, this assessment provides a level of robustness, as the 2011 population figures do not account for recent population growth that has occurred within the 400m buffer areas. The aspiration of the Council would be to phase the

⁴⁰ Lewisham Cycle Strategy, London Borough of Lewisham, 2017, page 31

implementation of these potential conversion routes over the next 10-20 years. Therefore, this scenario could be achievable prior to 2041, and any shortfall against the MTS outcome of 71% could be investigated and appropriate measures taken to achieve the target.

Outcome 2: London's streets will be safe and secure

Challenges and opportunities

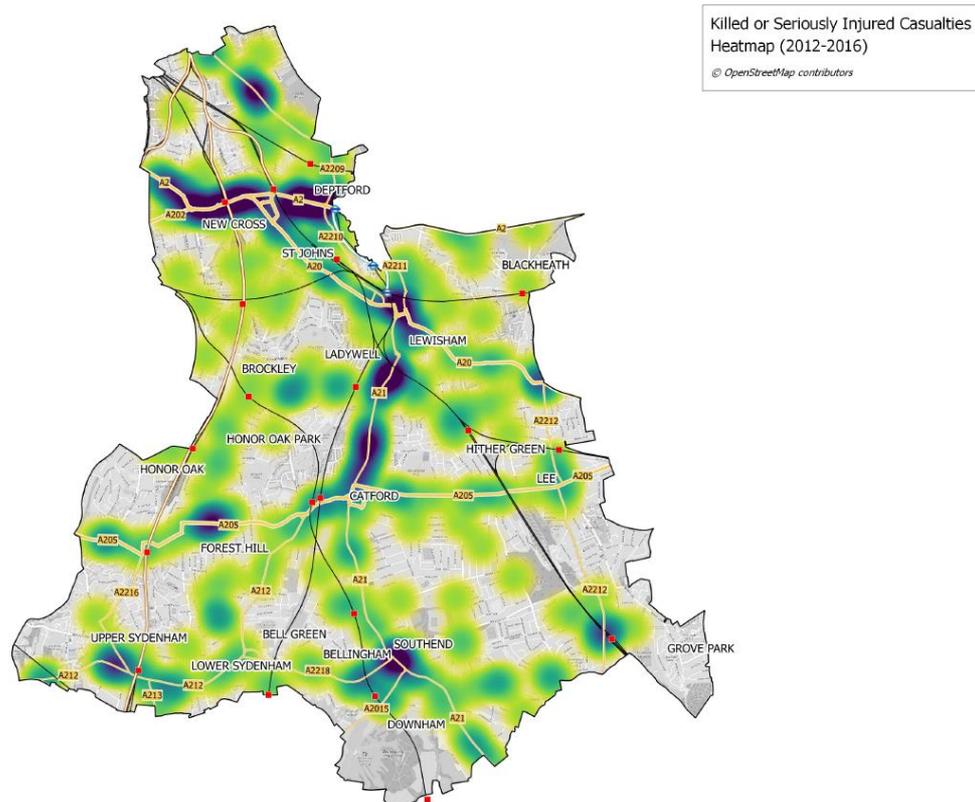
A Collision Analysis of Lewisham casualty data for the calendar years of 2012 to 2016 has been carried out to identify; who is involved in collisions, their modes of travel and locations where collisions involving these people are prevalent. This analysis allows officers to programme schemes that aim to reduce both the number and severity of casualties.

The Full Analysis and findings can be found in Appendix D however a summary of the findings is provided below:

- A total of 5,040 casualties were recorded in LBL between 2012 and 2016. This included 329 serious casualties and 20 fatalities.
- There has been a significant drop in KSI casualties since 2013 – this is a pattern in evidence throughout Inner London. However, LBL will need to reduce KSI casualties by a further 23 (compared to 2016 levels) in order to meet the 'Vision Zero' targets for 2022.
- There is evidence of a slight rising trend in the number of casualties was observed although this is not considered a significant trend with casualties tending to fluctuate.
- A general increase in the number of P2W casualties has been and this will be a key focus in LBL delivering Vision Zero targets
- The number of cycle casualties was found to be significantly below (Chi-squared) the levels expected compared to the rest of Inner London. However, prevailing levels of cycling (lower than some Inner London areas) in LBL was likely a key factor in this. As cycling levels, careful attention will be required to minimise cycle casualties.
- Overall, there has been a decline in KSI casualties with levels significantly dropping since 2013 (no clear attributable reason as to why). This was a part of a wider Inner London trend.
- An approach to the data described in this note (RI) suggested cycle casualties to be most out of line with expected levels based on assumed exposure/estimated modal split. P2Ws were also found to be 'at risk'

- The RI approach indicated males, age 16-24, to be the most 'at risk' category compared to the relative proportions of these groups in London population estimates – this was particularly apparent with P2W casualties
- The number of P2Ws involved in pedestrian casualties appeared much higher than expected based on average levels of P2W use
- Goods vehicle involvement in all vulnerable road user casualties was high when compared to the expected volume of goods vehicles on the network
- A total of 20 fatalities were recorded during 2012-2016. 60% involved a pedestrian, 15% involved a P2W and 10% involved a cyclist
- 35% of all fatalities recorded involved a heavy goods vehicle
- The majority of casualties occurred at junctions – particularly priority giveway junctions
- The majority of casualties occurred on the major A road network
- Heat maps produced indicate the main concentration of casualties are on the major routes of the A21, A20 and A2, which are all managed by Transport for London.
- The highest density of pedestrian casualties occurred in areas of high activity – close to transport interchanges or the high street areas of Lewisham, Catford and New Cross
- Other than the main routes noted above, there were other notable concentrations of cycle casualties on the A200 (Deptford Park) and around Forest Hill Station (A205).

Figure 14: KSI Collision Heatmap



All collisions involving a casualty who was killed or seriously injured (KSI) on Lewisham's streets between 2012 and 2016 has been mapped and analysed by density, in Figure 14. As can be seen in the heatmap above, the highest densities of KSI collisions occur on the Transport for London Road Network (TLRN) – the A21, A20 and A2. Analysis also indicates that the majority of casualties occurred at junctions – particularly priority giveway junctions. The highest density of pedestrian casualties occurred in areas of high activity – close to transport interchanges or the high street areas of Lewisham, Catford and New Cross. Other than the main routes noted above, there were other notable concentrations of cycle casualties on the A200 (Deptford Park) and around Forest Hill Station (A205).

There has been a significant shift from TfL in the approach to safety on the roads which is recognised in the MTS – a shift from 'road safety' to 'road danger reduction'. This is not a simple switch of terminology but a fundamental shift in approach, policy and action. Historically, 'road safety' has leaned towards accommodating driver behaviour often at the expense of freedom of movement, or convenience, of pedestrians or cyclists. This type of approach is not sustainable, with the vast majority of casualties still occurring on the most heavily trafficked roads. Studying behaviour, analysing the interactions between road users and understanding the

impact of traffic on all aspects (including road danger) of Lewisham as a ‘place’ will be imperative in achieving the goals of a safer more sustainable borough. It now has to be acknowledged that strategic management of the road network, reducing traffic levels and moving the balance towards cleaner and more sustainable modes (as set out in Outcome 3 of this document) will also play a hugely important role in reducing road danger and the MTS now provides a policy context in which to achieve this. This approach marries with Lewisham’s ongoing ambitions to reduce traffic and encourage more active travel.

As can be seen from the data, Lewisham has experienced a higher instance of fatalities involving powered-two-wheelers (P2Ws) than active modes, as shown below⁴¹:

Mode	% of all KSIs
Car	53%
Taxi	1%
Minibus	0%
Motor cycle up to 125cc	9%
Motor cycle over 125cc	9%
Light Goods	6%
Heavy Goods	1%
Bus	8%
Cycle	12%
Other	1%

The highest proportion of P2W casualties on specified routes occurred on the A21, A205, and A2⁴². These routes are on the Transport for London Route Network and are the Borough’s most heavily trafficked. Whilst higher numbers of P2Ws will naturally lead to higher casualty numbers, it is also likely that congestion plays a part on these links as this is when unpredictable movements such as weaving and undertaking are most likely to occur. There is also some evidence that P2W behaviour has resulted in casualties amongst other modes, with a high number of pedestrian casualties occurring due to being struck by a P2W in relation to the number of P2W on the roads.

⁴¹ Lewisham Motorcycle Study, Road Safety Analysis, 2016, page 11

⁴² Lewisham Motorcycle Study, Road Safety Analysis, 2016, page 28

The high occurrence of P2W casualties on busy/major roads highlights the need to also consider vulnerable motor vehicle users in conjunction with the 'road danger reduction' approach and the MTS aim of road traffic reduction will contribute to a reduction of P2W casualties at these locations.

Over 90% of riders involved in collisions are male, and drivers of P2Ws under 125cc are generally younger (predominantly 20-29) than those driving P2Ws over 125cc (predominantly 40-49). Improving their safety is important, as is educating other road users about how to avoid collisions. This demographic information can be useful for targeted public engagement and educational initiatives, and this has already been a focus for borough officers in recent years. The Council already offers free voucher codes for residents to undertake a one-day motorbike safety course from professional police motorcyclists. This will be publicised to residents to maximise uptake, with a particular focus on young riders who are shown to be most at risk.

TfL has allowed P2Ws to ride in bus lanes on all TLRN road since 2011, however P2Ws are currently not allowed within bus lanes managed by Lewisham. Studies⁴³ have shown that the introduction of P2Ws in bus lanes on TfL's roads have not resulted in an increase in collisions, and conversely the inconsistency in bus lane policies across the road network can lead to confusion. The Council will therefore investigate the feasibility of rolling this out on all Borough-managed roads, and will cooperate with neighbouring Boroughs and TfL to ensure a consistent approach.

Consideration of the needs of other vulnerable road users, is also essential in order to achieve the MTS 'Vision Zero' target of eliminating deaths and serious injuries from road collisions. Cycling will be a key focus as greater numbers of people cycle in the borough. Future infrastructure projects to prioritise cycling and walking in Lewisham will be observant of the lessons learned and experiences of similar projects (in LBL and beyond) to ensure road danger is minimised as greater exposure and higher modal shares are achieved. Awareness of the 'cause and effect' of interventions is also required such that the needs of individual modes are not pursued to the detriment of achieving a balanced improvement in safety – taking an unbalanced view and shifting the brunt of road danger to other modes or locations will compromise efforts to achieve Vision Zero targets.

People are approximately five times less likely to be fatally injured if hit at 20mph than at 30mph⁴⁴, and in response to this TfL have announced that it will introduce

⁴³ Easy rider: Improving motorcycle safety on London's roads, London Assembly, 2016, page 16

⁴⁴ Vision Zero Action Plan, TfL, 2018

new 20mph speed limits to the A21 between Catford and Lewisham, sections of the South Circular Road and the A245. This will complement the existing Borough-wide 20mph speed limits on all Council-controlled roads. Lewisham will work with TfL to implement this and wishes to see a future progression to encompass all TLRN roads in the Borough, prioritising the A20 between New Cross and Lewisham, and the South Circular Road between Catford and Forest Hill. The Council considers that prioritising these links, in conjunction with the proposed 20mph speed limits, will provide a more cohesive network and reduce uncertainty amongst drivers which can exacerbate road danger.

The traditional approach of considering the level of safety on roads has been via casualty analysis. Whilst this approach has its merits in considering behaviours and environments where casualties commonly occur, it does not for instance highlight where a road environment is so hostile to cycling that there are no cyclists and thereby no cycle casualties. To gain a measure of road safety and quality of environment, it is necessary to consider who is and is not using Lewisham's roads.

Road casualty data will therefore be monitored alongside walking and cycling rates to ensure that Lewisham's roads are safe for all people in all their diversity.

The above is also true for perceptions of security, which is inherently tied to demographic and gender. Lewisham recognises that feelings of security amongst residents holds a strong link to social inclusion. Those who feel vulnerable are less likely to go out, or travel by active modes – particularly walking. This eliminates opportunities for socialising and interaction with the local environment and can lead to residents feeling isolated, with older generations particularly at risk.

Lewisham aims to be an inclusive Borough, with the Council recognising the links between safety, security and social inclusion. It will make new developments, public spaces and refurbished train stations feel safe by 'designing out crime' with improved lighting, accessibility and dealing with vandalism⁴⁶.

Lewisham will adopt the MTS Healthy Streets approach to make its streets appealing places to spend time and assist people from all walks of life to feel safe and secure within the Borough's transport network.

⁴⁵ Vision Zero Action Plan, TfL, 2018, page 38-39

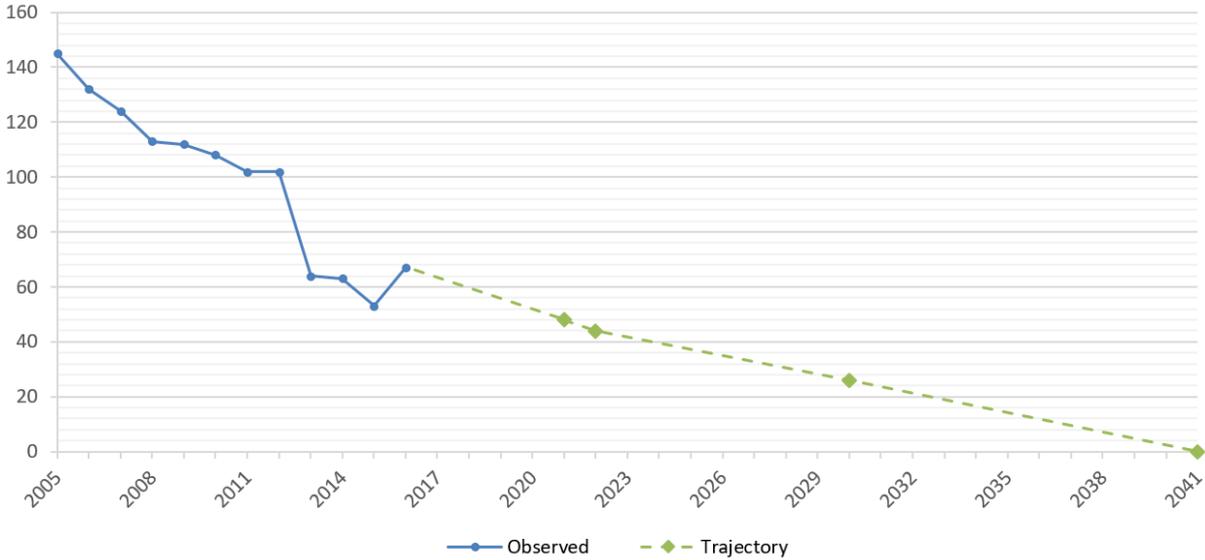
⁴⁶ Sustainable Community Strategy 2008 – 2020, Lewisham Borough Council

MTS Borough Objectives

Outcome 2: Vision Zero - Deaths and serious injuries from all road collisions to be eliminated from our streets

By 2041, there will be no deaths or serious injuries from road collisions within Lewisham’s road network.

Chart 3: Killed and Seriously Injured Casualties



Source: LIP3 MTS outcomes borough data pack v1_1

The Metropolitan Police Service (MPS) introduced a new collision reporting system in November 2016 - the Case Overview and Preparation Application (COPA). The City of London Police also moved to the Collision Reporting And Sharing (CRASH) system in October 2015. This has had a number of impacts on the data that is available to Transport for London (TfL), and the London Boroughs in the ACCSTATS database for collision investigation.

Under the new systems officers use an ‘injury-based assessment’ in line with DfT STATS 20 guidance and online self-reporting is available. Both of these changes are expected to provide a better assessment of injury occurrence and severity but have made data collected from November 2016 onwards difficult to compare with earlier data.

TfL commissioned the Transport Research Laboratory (TRL) to undertake a back-casting exercise to enable pre-November 2016 data to be compared with post November 2016 data. These initial back cast estimates include the number of people killed or seriously injured (KSI) for each borough between 2005 and 2017 and this data has been used to update borough targets to align with those contained in the

Mayor's Transport Strategy, namely a 65 percent reduction in KSIs by 2022 against the 2005-09 baseline, a 70 percent reduction in KSIs by 2030 against the 2010-14 baseline and zero KSIs by 2041. The targets contained in this final version of the LIP have been set against Outcome 2 for Vision Zero to reflect the reporting changes. The level of ambition remains unchanged, despite these revised figures

Outcome 3: London's streets will be used more efficiently and have less traffic on them

Challenges and opportunities

Lewisham experiences annual traffic flows of 766 million vehicle kilometres, travelled by all motor vehicles⁴⁷, of which 599 million vehicle kilometres are car traffic. However, given Lewisham's strategic position on the South Circular Road, A20 and A2, a large proportion is attributable to through-trips starting and ending in other boroughs.

This presents a challenge for Lewisham, as these types of journeys are largely outside of the Council's control and cannot be prevented without pushing issues of congestion into neighbouring boroughs. The Council will therefore work alongside other boroughs to take a holistic approach to traffic reduction, whereby the appeal of travel by car is reduced at-source. If all London Boroughs work to and meet their objectives under Outcome 3 of the MTS, the levels of through-traffic within Lewisham will fall as a result.

Collaboration amongst the boroughs and TfL is therefore key, and Lewisham will fulfil its responsibility to alleviating through-traffic in other Boroughs by making alternative modes attractive to those starting or ending their journeys within Lewisham.

The Council has greater control over car journeys that begin and end in the Borough, and by nature these trips are more likely to be shorter distances with viable options for alternative modes. 2011 Census Journey to Work Data⁴⁸ reveals that approximately 30% of people who live and work within Lewisham travel to work by car. This is a high proportion that could potentially shift mode. Whilst the land area of the Borough is comparatively large for Inner London, at 35.15km², the maximum travel distance within Lewisham is approximately 10km, a distance that could be travelled within an approximate 35 minute cycle for an adult of reasonable fitness, not

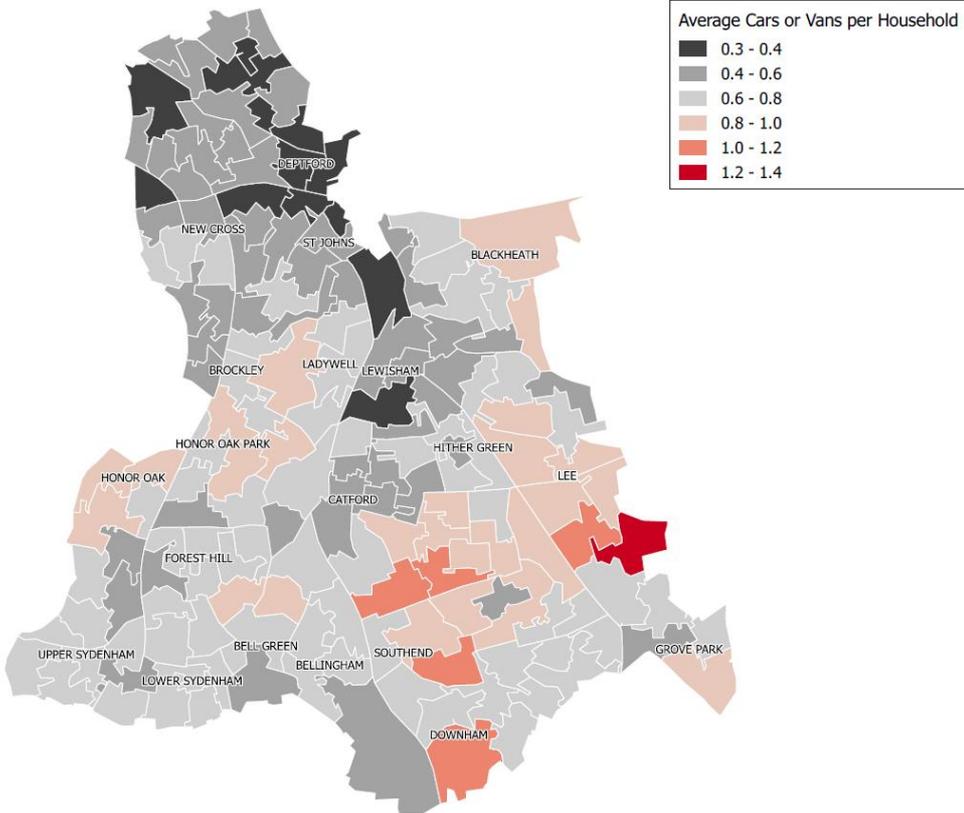
⁴⁷ Traffic Flows, Borough, Department for Transport, 2016

⁴⁸ Census 2011, WU03EW - Location of usual residence and place of work by method of travel to work

accounting for traffic conditions. The Council will therefore focus efforts on resident commuters, to reduce traffic particularly at peak times as a result. As previously discussed, and illustrated in Figure 9, resident commuting patterns show a high car use in the south-east of the Borough. It is therefore the Council’s aspiration to improve active travel links to this area. This will help to facilitate links to public transport hubs and encourage multi-modal journeys. The Council will also continue to support the proposed BLE and advocate for its extension through the south of the Borough to Hayes as a single phase. This will bring the borough a significant step towards addressing the high car use in the south of the borough by better serving residents

Households in Lewisham have an average of 0.657 cars or vans⁴⁹, with the highest areas of ownership located in the south-east of the borough as shown in Figure 15.

Figure 15: Average Cars or Vans per Household



⁴⁹ Census 2011, KS404EW – Car or Van Availability

The Council aims to not only reduce car use in the Borough, but also car ownership. This is reflected within the MTS outcomes. Current policies such as car-free and car-light developments in areas of high PTALs are helping to achieve this, and the Council aims to increase Controlled Parking Zone (CPZ) coverage within the Borough, where supported by residents, to further discourage ownership and use.

At a more local level, Lewisham is proposing a traffic reduction strategy that aims to target rat-running and encouraging active travel as the most direct routes. The Council will implement this, in collaboration with communities, through localised road closures to through-traffic and one-way enforcements, complemented by a range of other measures, through a Healthy Neighbourhoods programme.

An emerging challenge in achieving a reduction in ownership is the drive for Electric Vehicle (EV) infrastructure. Whilst EVs form a significant improvement to traditional motorised traffic, widespread ownership and use would still result in congestion and inactive travel and be counter to many of the MTS outcomes. Lewisham recognises the need for EV infrastructure and aspires to balance encouraging a switch from traditional to EV ownership, whilst also encouraging a reduction in overall car ownership.

Lewisham has an existing network of Car Club bays operated by Zipcar. Bays are generally well distributed throughout the Borough, however they become sparse to the south and south-east around Bellingham and Lee. The Council will therefore work with Zipcar and other car club companies, to increase provision in these areas. This will open opportunities to lowering car ownership in the areas with lowest PTALs and highest car reliance.

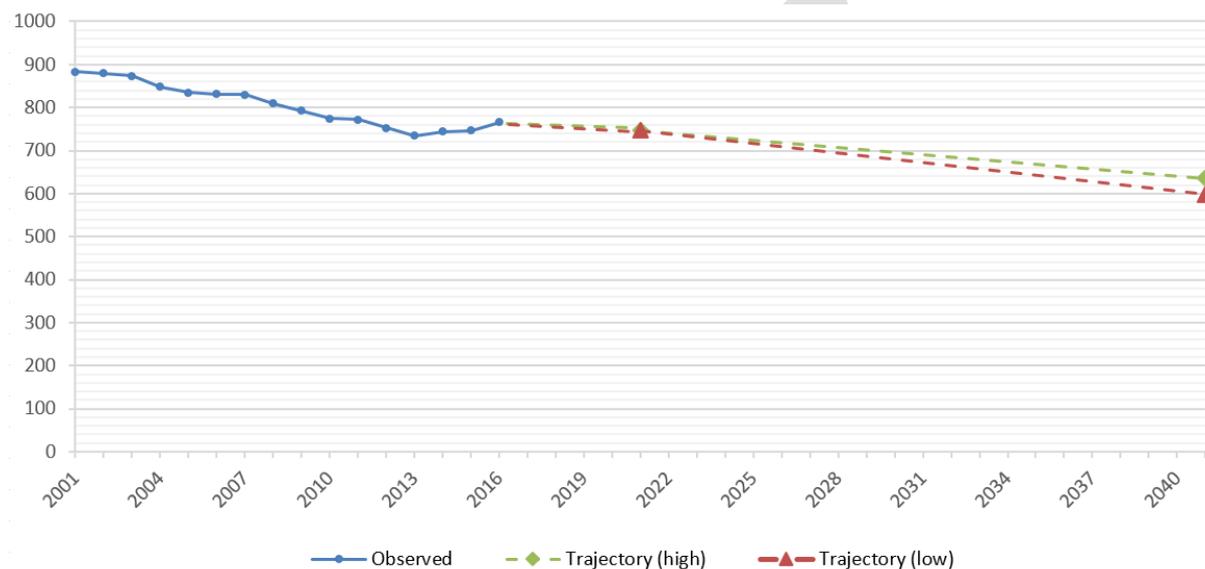
Lewisham has identified an opportunity to improve efficiency in delivery vehicle transport on the network. These types of movements are becoming increasingly common with the rise in popularity of supermarket, online, and hot food deliveries. Their prevalence often means that 'car-free' developments still result in notable vehicle trip generation. It is common for missed deliveries to occur, resulting in multiple trips before the final delivery is achieved. This is not an efficient system and it is expected that changing consumer habits will continue this upward trend. Lewisham will therefore explore options for centralised delivery hubs within optimal locations. This would allow multiple deliveries to be made to one location, reducing vehicle circulation and remove the need for repeated trips for failed deliveries and redeliveries.

MTS Borough Objectives

Outcome 3a: Reduce the volume of traffic in London

By 2041, Lewisham will have measured a 15 – 20% reduction in annual vehicle kilometres, as measured by the Department for Transport (DfT) road traffic statistics.

Chart 4: Annual Million Vehicle Kilometres



Source: LIP3 MTS outcomes borough data pack v1_1

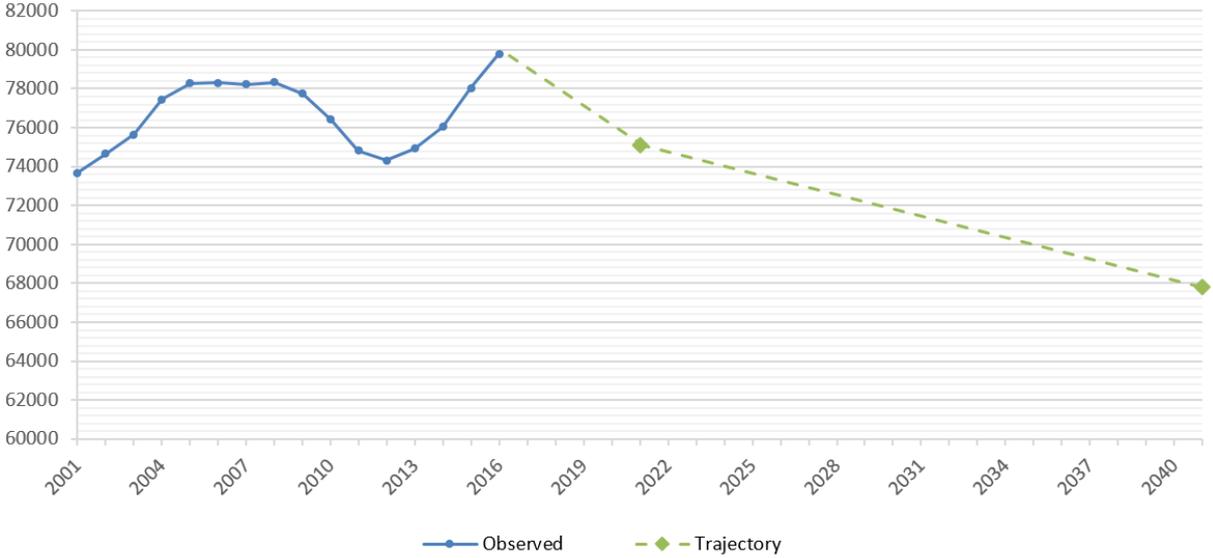
Outcome 3c: Reduce car ownership in London

Lewisham has experienced an increase in car ownership of 7% from 2012 to 2016. This followed a period from 2008 where it declined by 5% (4,000 vehicles) over the four years. This mirrored a general trend in London, whereby vehicle ownership declined by 4% from 2008 to 2012 followed by an increase of 5% up to 2016⁵⁰.

In response to this increase, the Lewisham MTS Borough objective stipulates that households will own 4,700 fewer cars by 2021, and 12,000 fewer 2041. This will be measured by the number of licensed vehicles in the Borough.

⁵⁰ Number of Licensed Vehicles by Borough, DfT, 2017

Chart 5: Number of Cars Owned



Source: LIP3 MTS outcomes borough data pack v1_1

Outcome 4: London’s streets will be clean and green

Challenges and opportunities

Lewisham has six Air Quality Management Areas (AQMAs); five covering the entire area to the north of South Circular Road, and the sixth being a linear AQMA covering the South Circular Road, A212 and A2218. Nitrogen Dioxide (NO₂) concentrations are above the EU annual average limit of 40 µg/m³ surrounding several of the main roads within the Borough, as illustrated in Figure 16, and this is also reflected in patterns of Nitrogen Oxide (NO_x) concentrations (see Figure 17).

Figure 16: Annual Mean NO₂ Concentrations

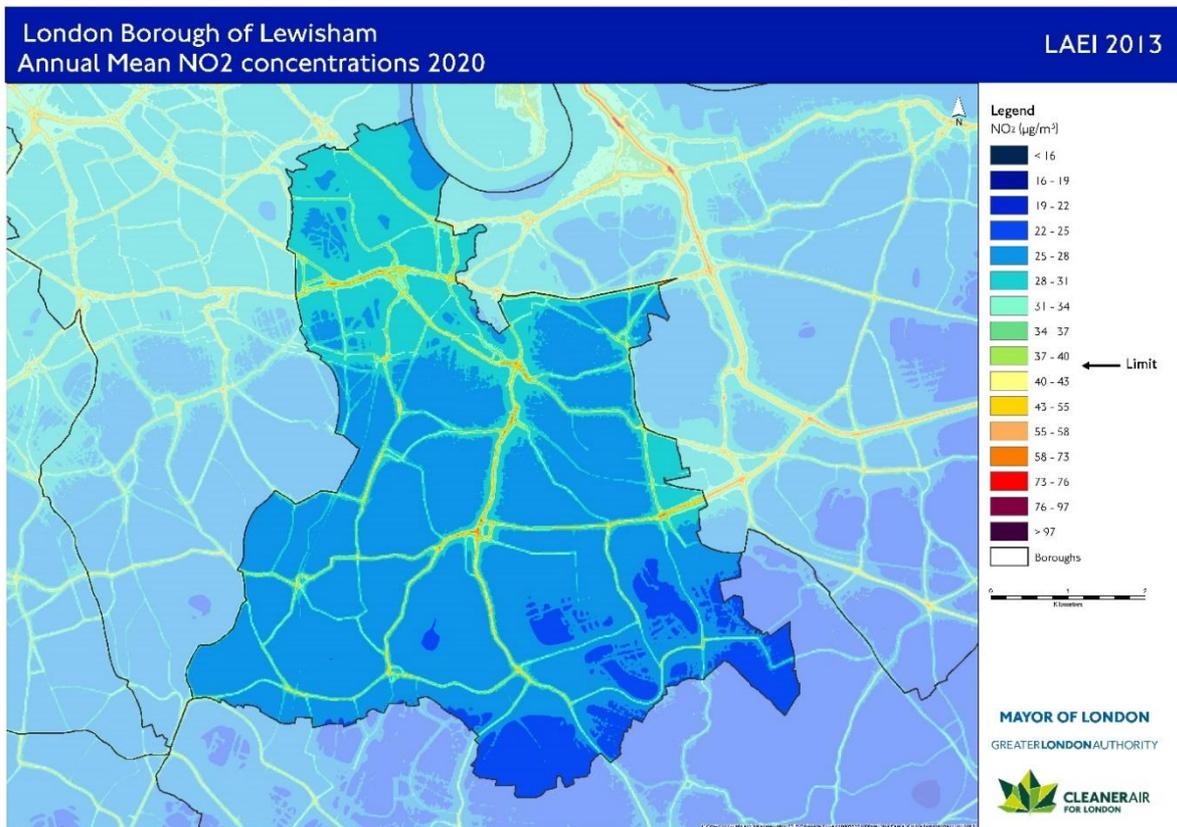
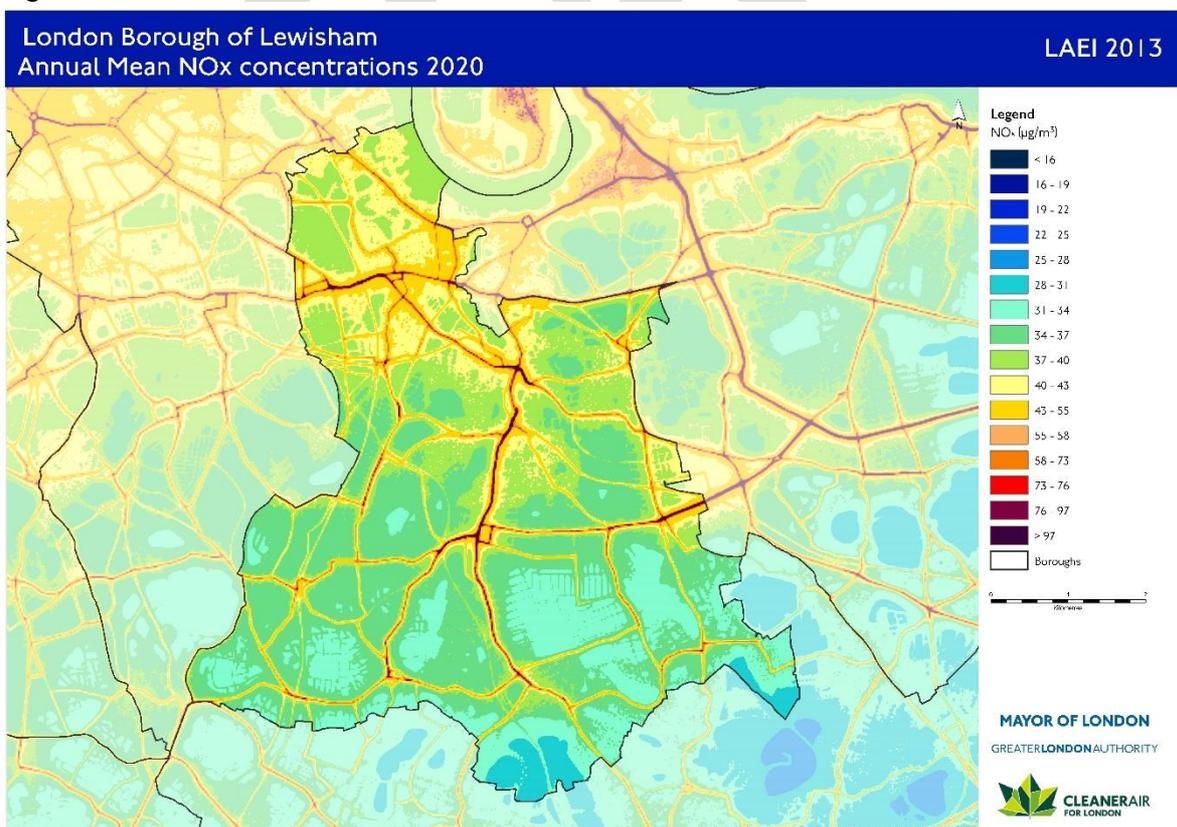
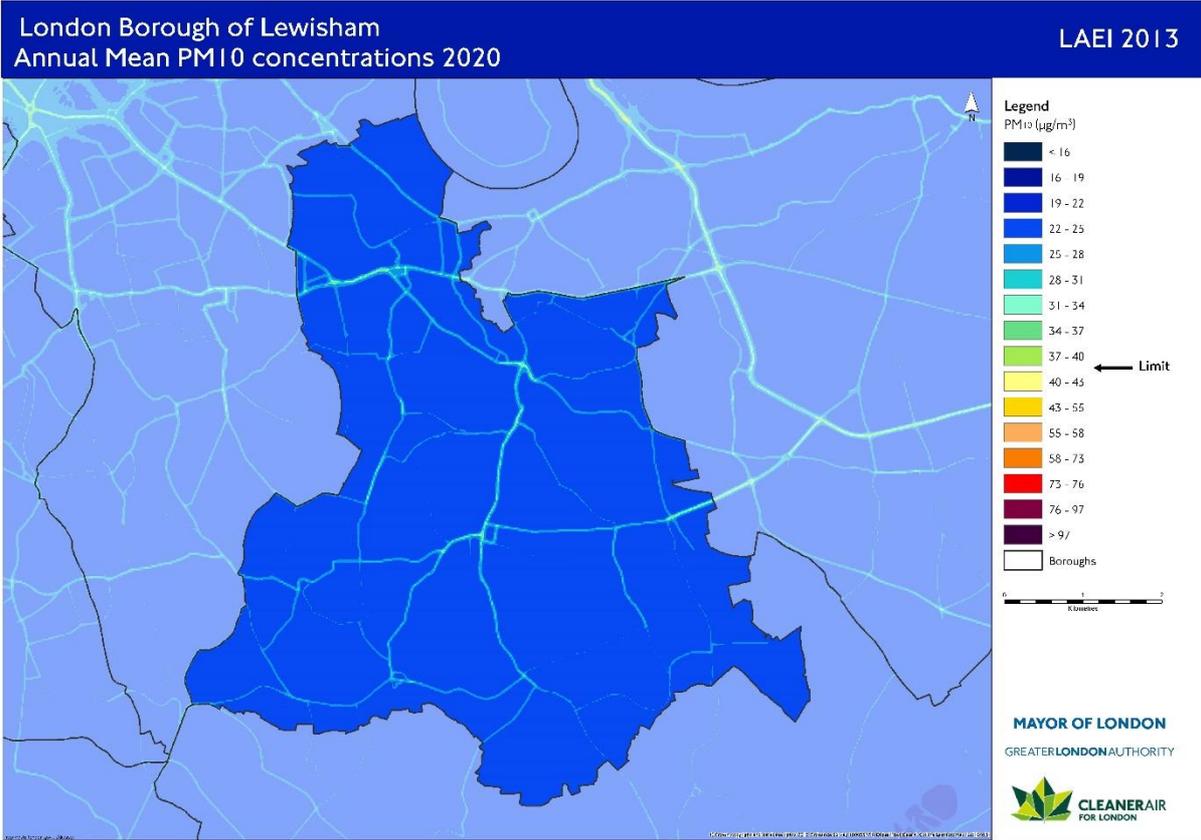


Figure 17: Annual Mean NO_x Concentrations



Although Particulate Matter (PM₁₀) is meeting the EU limits of 40 µg/m³ annual average, concentrations are above the World Health Organisation guideline of 20 µg/m³ annual average across significant areas of the Borough, as shown in Figure 18.

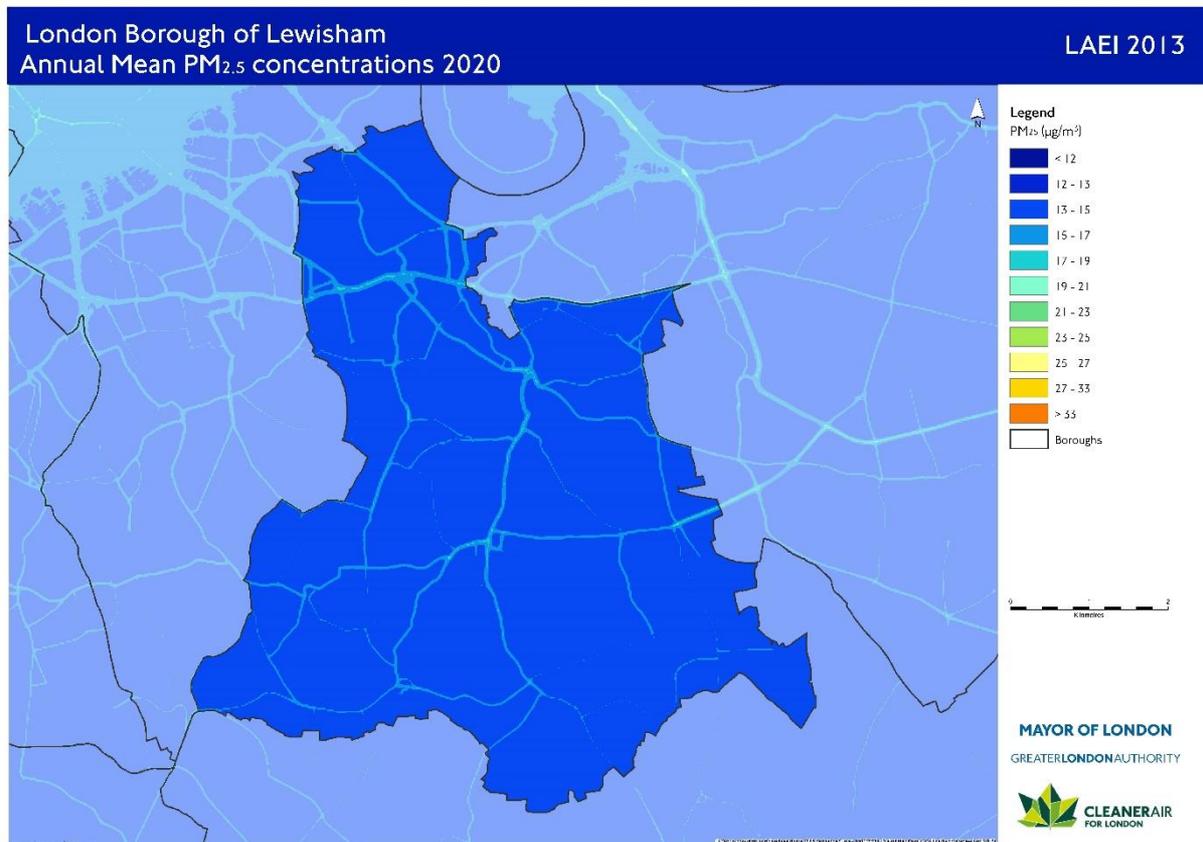
Figure 18: Annual Mean PM₁₀ Concentrations



PM_{2.5} is a fraction of PM₁₀, formed by particulate matter with a diameter of 2.5 micrometres or less. As shown in Figure 19, the entirety of the Borough falls within the EU limit of 25 µg/m³ annual average. Despite falling below EU limits, the Council has a formal responsibility⁵¹ to reduce concentrations of PM_{2.5} and the objectives of this LIP will aim to for a reduction

⁵¹ Air Quality Action Plan 2016 – 2021, London Borough of Lewisham

Figure 19: Annual Mean PM_{2.5} Concentrations

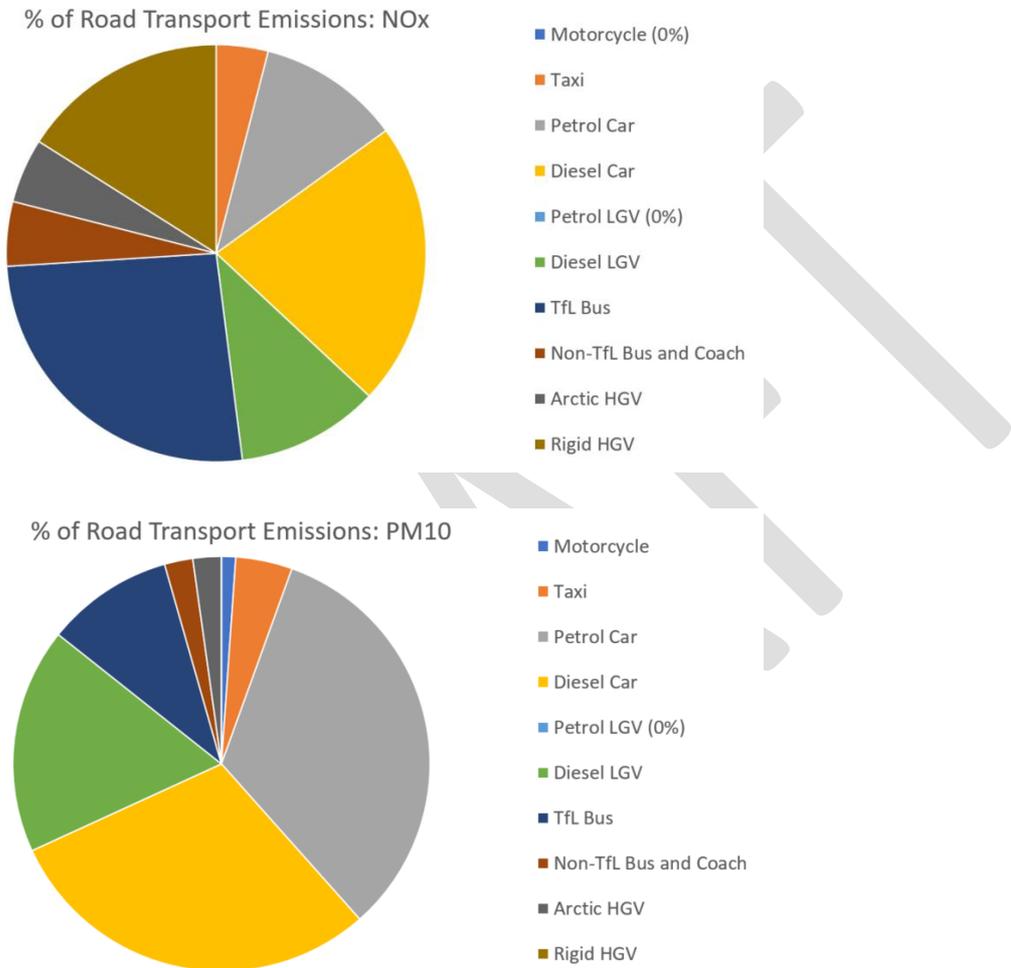


Nine 'Air Quality Focus Areas' have been identified, comprising areas that have high levels of pollution and human exposure⁵². These focus areas are considered through the Lewisham Air Quality Action Plan when reviewing specific improvement actions;

- Deptford Town Centre
- New Cross Gate and New Cross
- Brockley Cross
- Brockley Road (B218) between Adelaide Avenue and Wickham Road
- Honor Oak Park junction Brockley Road
- Forest Hill and Perry Vale Junction
- Loampit Vale and Lewisham High Street
- Catford Road and Catford Gyratory
- St Mildreds Road (A2015) from Hither Green Lane to Burnt Ash Hill (A2212)

⁵² Air Quality Action Plan 2016 – 2021, London Borough of Lewisham, page 14

Road Transport is the biggest contributor to NO_x and PM₁₀ emissions, contributing 64% and 55% of total emissions respectively⁵³. These proportions are further broken down by vehicle type as follows:



Private cars therefore contribute towards 33% of NO_x and 57% of PM₁₀ emissions from road transport. To help tackle this, Lewisham is prioritising the reduction of emissions from road traffic through measures to support active travel, improved public transport connections, and expanding provision for EV charging points to encourage a shift from traditional petrol and diesel vehicles. The Council’s draft Low Emission Vehicle Charging Strategy seeks to ensure that everyone in Lewisham is no further than 500m from a chargepoint by 2020⁵⁴.

⁵³ Air Quality Action Plan 2016 – 2021, London Borough of Lewisham, page 15-16

⁵⁴ Draft Low Emission Vehicle Charging Strategy 2018-2022, London Borough of Lewisham, 2018

Through this LIP there is opportunity to further build upon this by reducing numbers of internal vehicle trips and car ownership levels. The Council notes that through-traffic is a contributor to reduced air quality on the Borough's main strategic routes. To realise the long-term MTS objective of being on track to reach zero emissions by 2050, the Council recognises that inter-Borough collaboration is essential.

Lewisham has developed a bespoke app, Lewisham Air, which allows users to get news and alerts about air quality. Users can then plan low-pollution walking and cycling routes. This tool offers a platform for communicating with those who live, work and study in the Borough. It provides the opportunity to influence behavioural change amongst an audience who have already shown an awareness and interest in the importance of air quality.

In January 2017, the Mayor announced a new Low Emission Bus Zone (LEBZ) in Lewisham stretching from Catford to Lewisham and New Cross via Lewisham High Street and New Cross Road. This zone benefits from the newest and cleanest buses deployed along the routes, and will already have assisted Lewisham towards achieving the outcomes of MTS since implementation. The Council supports the LEBZ and will work with the GLA and TfL to explore where expansions can be made to further benefit the Borough.

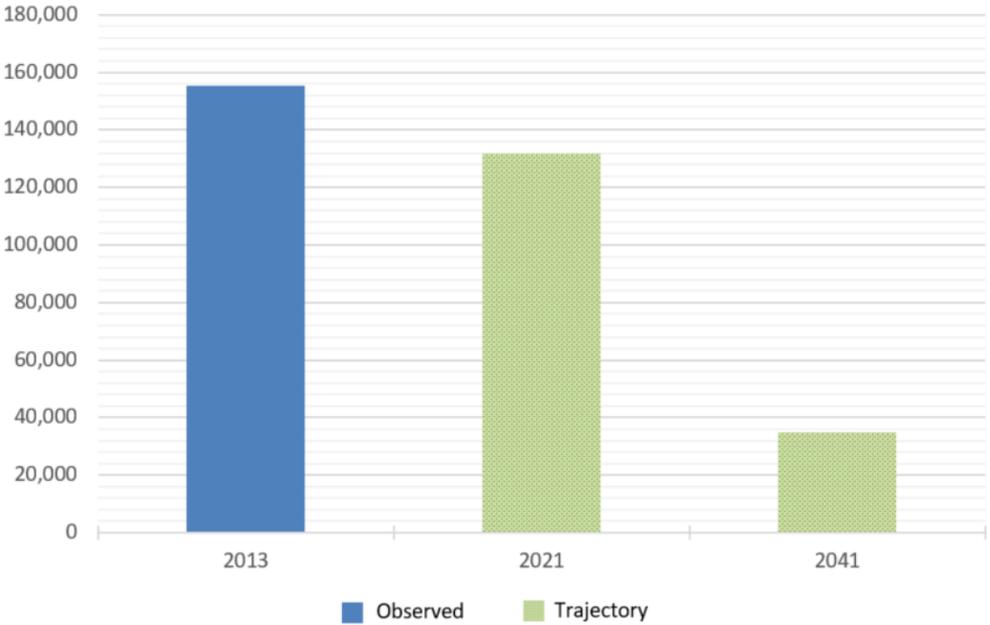
From 25th October 2021, London's Ultra-Low Emission Zone (ULEZ) will be expanded to include all areas of Lewisham to the north of the South Circular Road, taking in five of Lewisham's six AQMAs. The Council welcomes this expansion, although it would have preferred to see the whole of the borough included, and will assist the Borough in achieving outcome 4 of the MTS.

MTS Borough Objectives

Outcome 4a: Reduced CO₂ emissions

Lewisham will have reduced its CO₂ emissions produced by road transport by 78% from 155,200 to 34,800 tonnes by 2041.

Chart 6: CO₂ emissions (in tonnes) from road transport

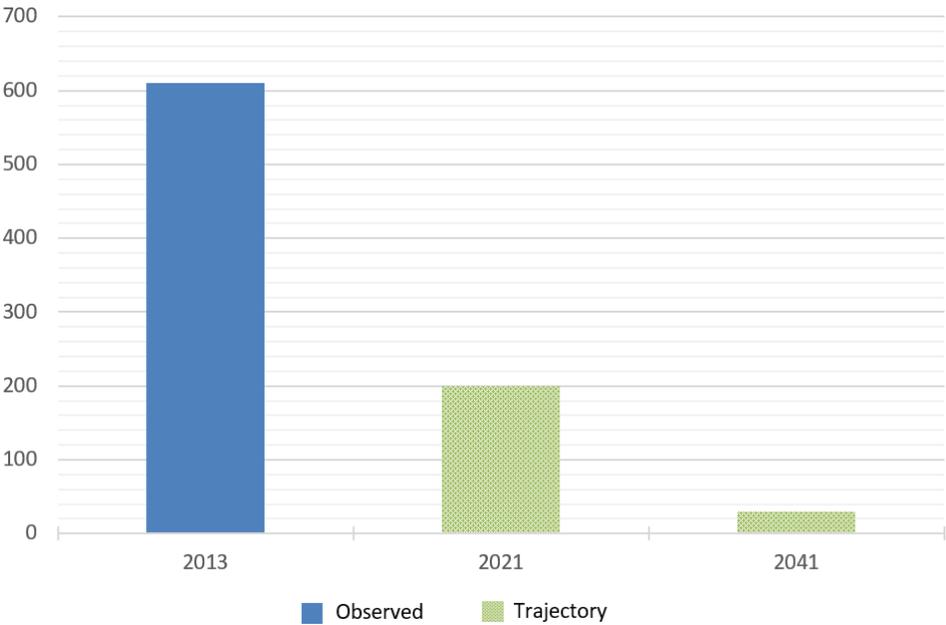


Source: LIP3 MTS outcomes borough data pack v1_1

Outcome 4b: Reduced NO_x emissions

Lewisham will have reduced its NO_x emissions produced by road transport by 95% from 610 to 30 tonnes by 2041.

Chart 7: NO_x emissions (in tonnes) from road transport

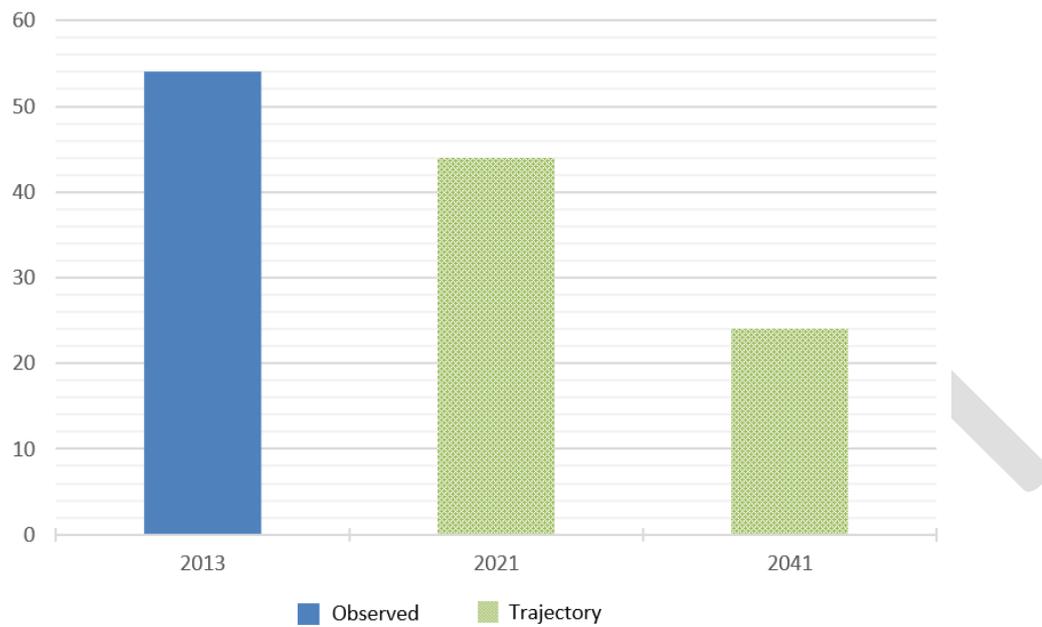


Source: LIP3 MTS outcomes borough data pack v1_1

Outcome 4c: Reduced particulate emissions (PM₁₀)

Lewisham will have reduced its PM₁₀ emissions produced by road transport by 56% from 54 to 24 tonnes by 2041.

Chart 8: PM₁₀ emissions (in tonnes) from road transport

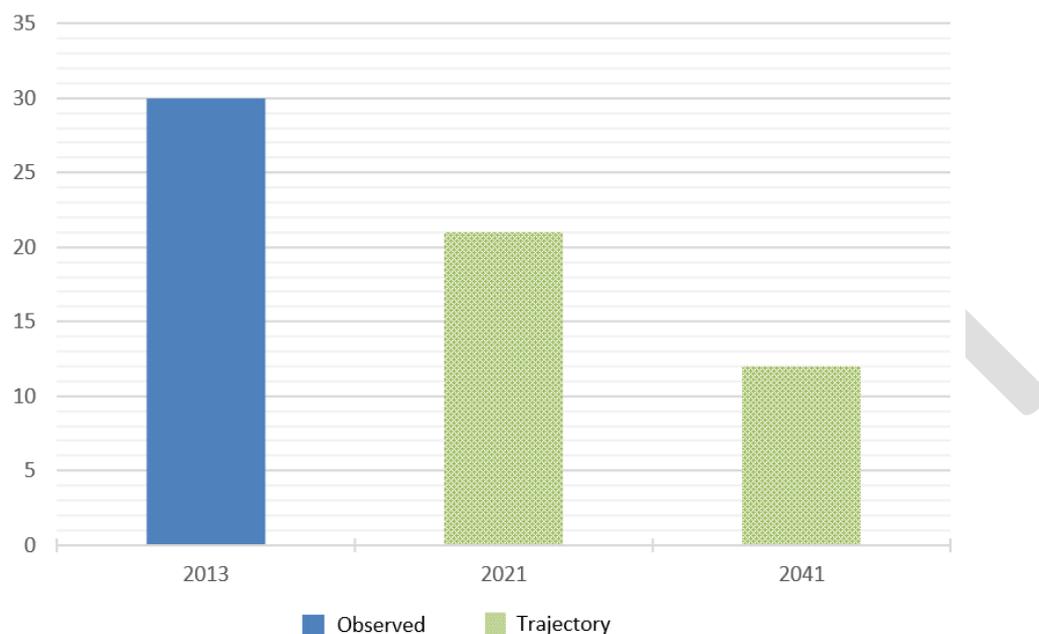


Source: LIP3 MTS outcomes borough data pack v1_1

Outcome 4d: Reduced particulate emissions (PM_{2.5})

Lewisham will have reduced its PM_{2.5} emissions produced by road transport by 60% from 30 to 12 tonnes by 2041.

Chart 9: PM_{2.5} emissions (in tonnes) from road transport



Source: LIP3 MTS outcomes borough data pack v1_1

Outcome 5: The public transport network will meet the needs of a growing London

Challenges and opportunities

Without an existing tube network in the Borough, the rail network is a vital link for connecting Lewisham to Central London and surrounding areas. This is reflected in the fact that more Lewisham residents rely on train travel to get to work than any other Inner London Borough⁵⁵.

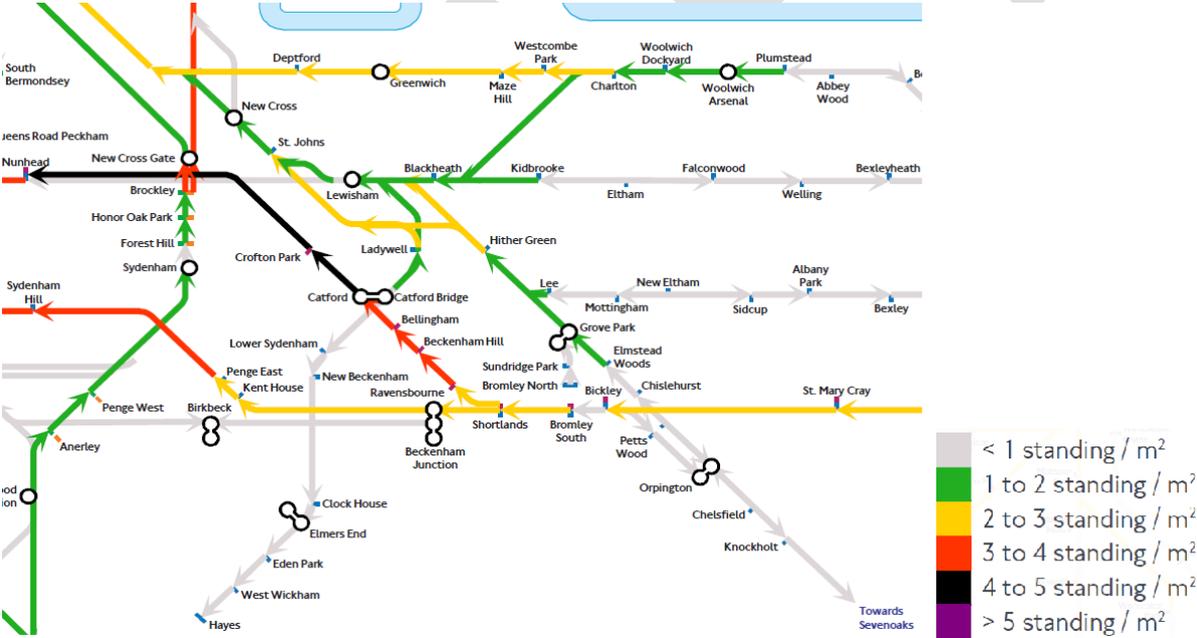
However, journey to work patterns also highlight that south-east London is comparatively disconnected. Lewisham has the lowest proportion of residents commuting by underground, metro, light rail or tram in Inner London, and the second highest proportion of car drivers after Greenwich.

⁵⁵ Census 2011, QS701EW - Method of travel to work

With Lewisham’s population growing, and expected to grow by an additional 16% between 2018 and 2041⁵⁶, its transport network will be placed under even greater demand. Without careful management and infrastructure in place, Lewisham risks that additional demand being met by private car use.

Demand for the transport network is already higher than previously expected, with actual population growth in London outstripping that forecast in the previous MTS (2010) by approximately double⁵⁷. Public transport infrastructure is already under stress, with crowding and congestion issues. Lewisham’s rail network is served by routes originating to the south and south-east of the Borough and serving Central London, and are regularly crowded by the time they enter Lewisham with up to 4-5 people standing / m², as illustrated in Figure 20.

Figure 20: National Rail Crowding 2011⁵⁸



The Lewisham ‘A Vision for Rail’ document (2017) echoes this MTS outcome, and the need to provide for the growing population. It outlines six vision goals, against which potential rail improvement schemes will be appraised:

⁵⁶ Central Trend-Based Population Projections, Greater London Authority, 2017

⁵⁷ East and South-East London Sub-Regional Transport Plan, 2016 Update, Transport for London

⁵⁸ East and South-East London Sub-Regional Transport Plan, 2016 Update, TfL, page 87

- To provide better links and sufficient rail capacity between all areas of Lewisham Borough and central London employment areas.
- To provide sufficient rail capacity between all areas of Lewisham Borough and East London employment areas.
- To increase rail access to and from Lewisham's growth areas.
- To improve rail connectivity across the Borough, especially east-west links and services to the south of the Borough.
- To enhance the quality of stations and provide step-free access at all stations in the Borough.
- To improve the connectivity between stations and their local areas.

The Council considers a number of schemes within its Vision for Rail as fundamental to achieving the above aims, and the outcomes of the MTS; the Bakerloo Line Extension (BLE), the Lewisham Strategic Interchange (LSI), Brockley Interchange and metroisation.

The BLE proposes to extend the line to Lewisham providing Lewisham's first tube link. It will connect Lewisham and New Cross Gate Stations to Central London and the West End, and create two new stations on Old Kent Road in Southwark. This extension has the potential to add capacity for an additional 65,000 journeys in the morning peak⁵⁹. New bus, cycling and walking routes to the proposed tube station would further add capacity to the network to support growth.

As noted previously, Lewisham wishes to see the potential future extension to Hayes brought forwards as a single phase for the BLE. The Council believes that this will unlock major improvements in public transport provision for the currently under-served south of the Borough. This could increase the frequency of service to 27-34 trains per hour along the line.

The LSI scheme would alleviate crowding at Lewisham Station and help it to fulfil its role as one of London's four strategic interchanges for passengers changing between radial and orbital rail links, tube and DLR. With the proposals for the BLE, it is forecast that an additional 18,000 passengers may wish to interchange at Lewisham station in the AM peak⁶⁰. The LSI would therefore enable the success of the BLE and elevate Lewisham Station to a world class multi-modal transport hub.

⁵⁹ A Vision for Rail, London Borough of Lewisham, 2017, page 23

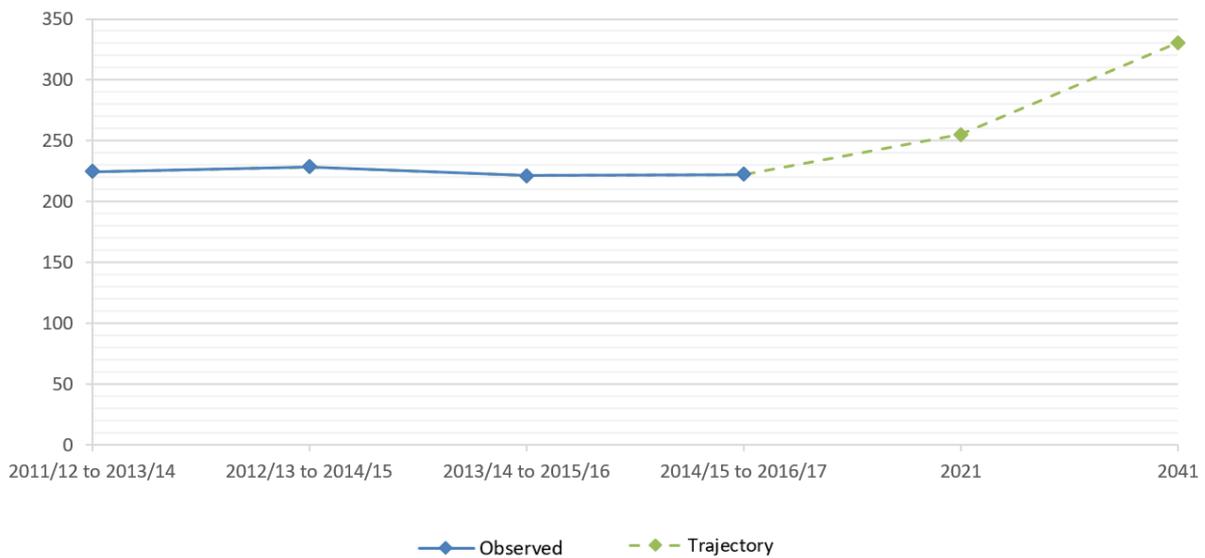
⁶⁰ A Vision for Rail, London Borough of Lewisham, 2017, page 27

MTS Borough Objectives

Outcome 5: Increase Public Transport Use

Lewisham will increase numbers of daily public transport trips by 49%, from 222,000 to 331,000 by 2041. This will be reported as a three-year moving average of trips per day by Borough of residence.

Chart 10: Public Transport (Rail, Underground/DLR, Bus/Tram) Trips per day (000s)



Source: LIP3 MTS outcomes borough data pack v1_1

Outcome 6: Public transport will be safe, affordable and accessible to all

Challenges and opportunities

Improving accessibility to public transport can contribute greatly to social inclusion. Those who don't own or cannot afford a car are reliant on alternative modes. When the alternative of public transport is impractical due to unreliability, cost or lack of services, people are left isolated and severely restricted in employment and education opportunities.

Those who struggle to afford fares, or who struggle to access public transport because of age or disability are most at risk of experiencing social exclusion.

Sustrans defines this as Transport Poverty⁶¹, and highlights the increasing lack of affordable housing in London and places new importance on transport in tackling social exclusion;

- TfL should commit to expanding the bus network in London (typically the preferred mode of transport for low-income groups) as a means of effectively improving transport provision in areas of highest need.
- Ring-fenced funding for walking and cycling through the LIPs process should be provided to better meet people's local travel needs.
- TfL should revise its ticketing policy (especially with regard to rail and underground zoning) to address social exclusion concerns.

This trend is evident in the far north and south-east of the Borough, where the public transport infrastructure is lacking corresponding with areas of low employment rates and IMD scores.

Proposals for 'the Lewisham Spine', a Healthy Streets Corridor forming a central spine through Lewisham along the A21 will assist in bridging the gap in public transport provision by providing an attractive alternative for active travel. The proposals include cycle superhighway standard facilities, low emission bus zone, healthy streets improvements and liveable neighbourhood improvements in the neighbouring streets⁶².

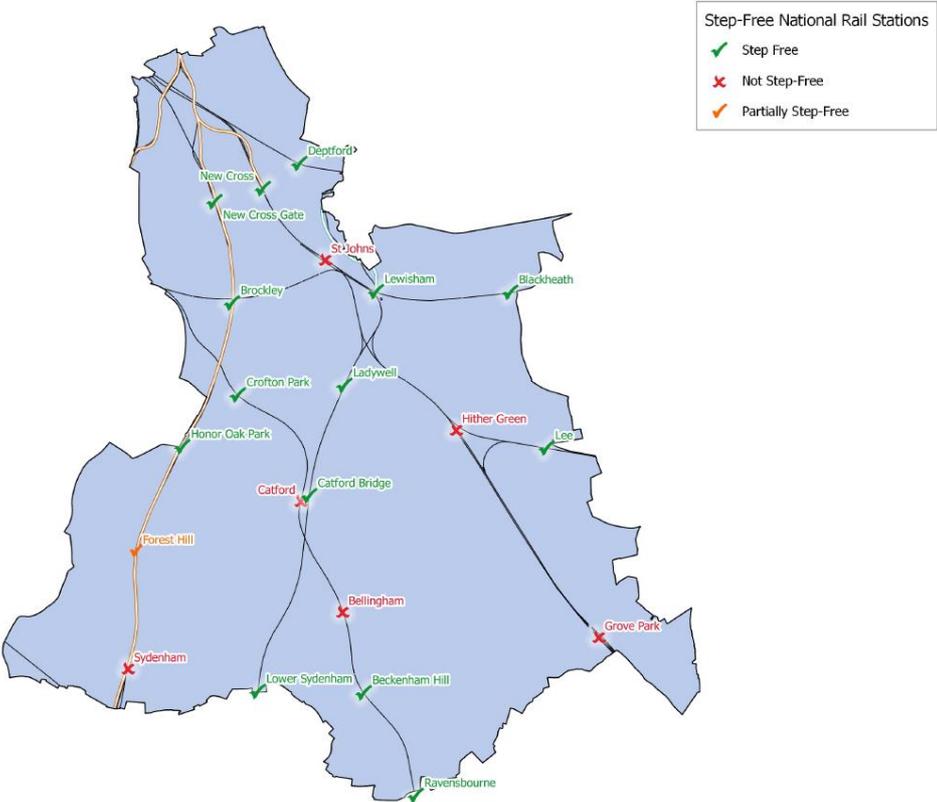
Lewisham aspires to provide a network that is accessible for all ages and levels of mobility. Currently Lewisham has succeeded in bringing 90% of its bus stops to accessible standards, and it aims to increase this provision, bringing all bus stops where feasibility (eg. physical layout) permits to TfL accessible standards, estimated to be to 98%.

Only 14 of the 21 National Rail stations in Lewisham are step-free as illustrated in Figure 21, and the Council will work with National Rail to bring all stations to an acceptable standard of accessibility. It also recognises the need for a comprehensive accessible network in the Borough, as without this, standalone step-free stations do not bring much benefit.

⁶¹ Locked Out: Transport Poverty in England, 2012, Sustrans

⁶² Lewisham Cycle Strategy, London Borough of Lewisham, 2017

Figure 21: Step-Free Access at National Rail Stations

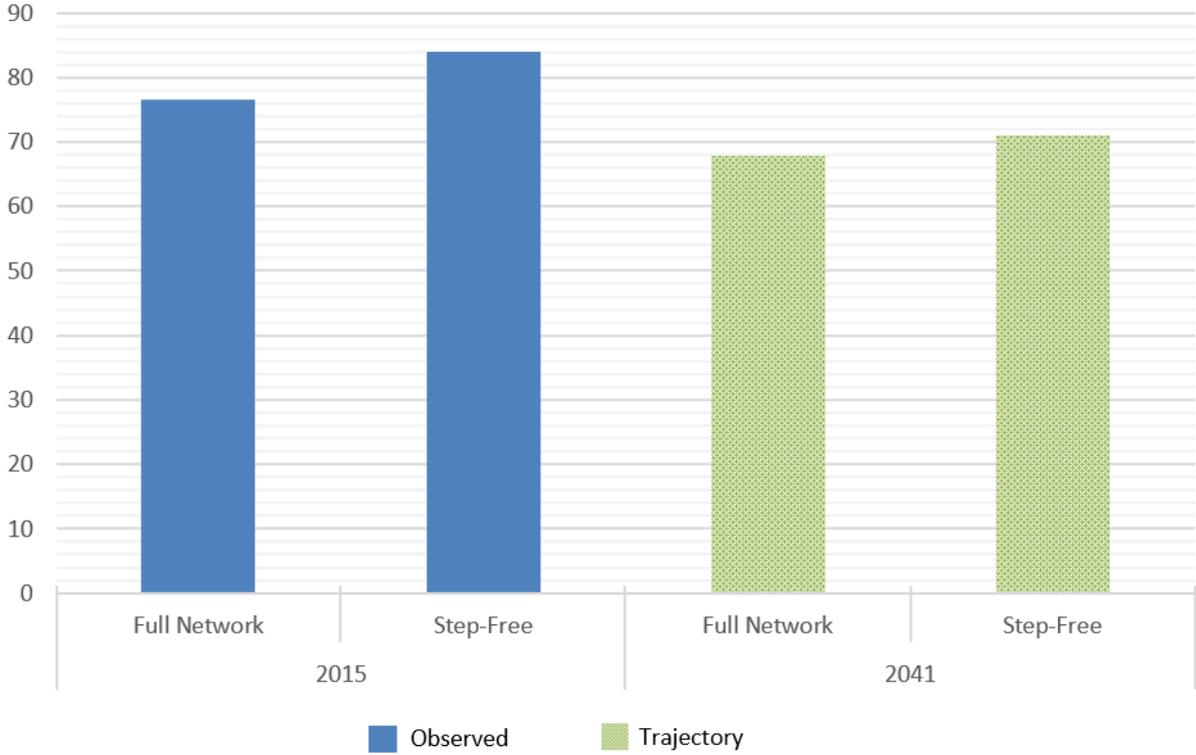


MTS Borough Objectives

Outcome 6: Everyone will be able to travel spontaneously and independently

By 2041, Lewisham will have reduced the difference between the full and step-free networks from 7 minutes to 3 minutes in average journey times.

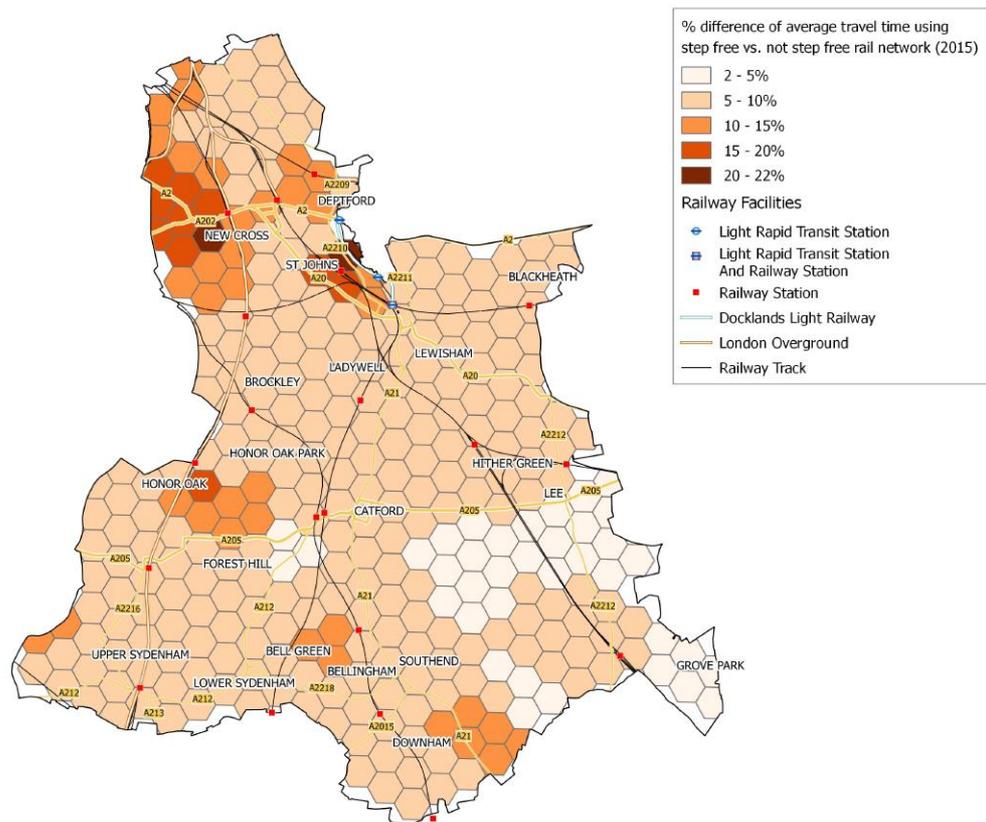
Chart 11: Average Journey Time using Full and Step-Free network (minutes)



Source: LIP3 MTS outcomes borough data pack v1_1

The geographical distribution of areas with the highest difference in journey time using the step-free vs. full network is plotted in Figure 22. The percentage difference is shown to be highest around New Cross and St Johns stations. As shown in Figure 21 St Johns currently does not have step-free access and this is likely a contributory factor to the high difference in journey time. However, the nature of the data is such that areas with lower percentage differences do not equate better provision; the areas with the lowest access to rail stations in the south-east demonstrate a lower percentage difference as the overall journey time for all users in these areas are higher.

Figure 22: % Difference of Average Travel Time using Full vs. Step-Free network



Outcome 7: Journeys by public transport will be pleasant, fast and reliable

Challenges and opportunities

Choices in travel modes are subject to many variables, dependent on factors from an individual's demographic and attitude towards public transport, to their aim of travel and the time of day⁶³. However, the pleasantness, journey time and reliability are consistent influential factors in travellers' mode choices.

As discussed in the previous section, the rail network experiences passenger crowding within Lewisham (see Figure 20). This of course affects journey comfort; however, it also has the potential to impact on journey times and reliability in severe cases where crowding prevents boarding at stations.

⁶³ Exploring factors related to users' experience of public transport route choice: influence of context and users' profiles, E. Grison, V. Gyselinck and J-M Burkhardt, 2015

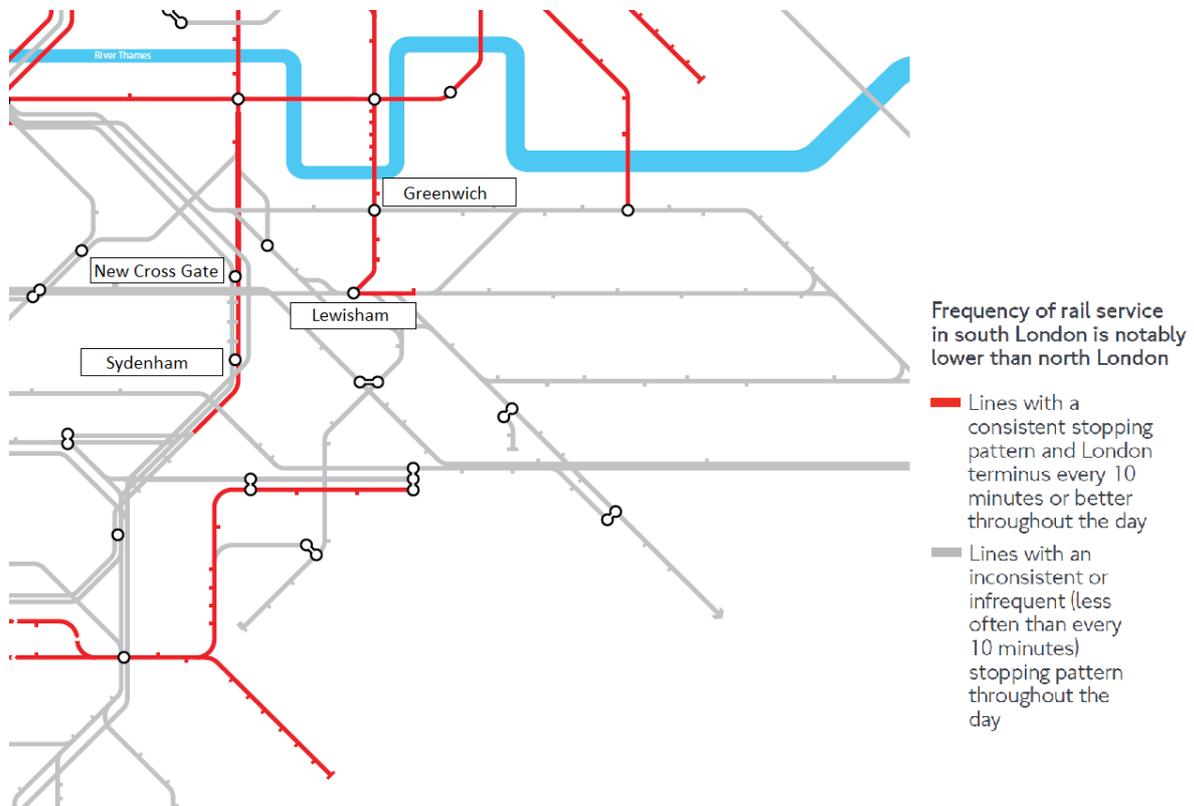
As shown previously in Figure 20, passenger crowding doubles at Brockley Station, jumping from 1 - 2, to 3 - 4 standing per m³. Passenger boarding at this station is therefore high and associated issues of crowding at station entrances can lead to passenger delay, affecting the reliability and pleasantness of journeys. This is compounded by the access arrangements for passengers approaching from the west, who are required to cross a footbridge over tracks to enter via the main station entrance before crossing another should they wish to access the western platform. A direct access to the western platform was previously in place, and the Council has safeguarded access routes to enable direct access to the western platform to be reopened. It is the aspiration of the Council that this entrance is reopened to allow direct access to the west of the station, relieving overcrowding at the main station entrance and minimising unnecessary levels of detour for passengers accessing the western platform.

On lines with high frequency services, passenger delays due to crowding can be minimised. However, as shown in

Figure 23, Lewisham has few stations with a consistent frequency of every 10 minutes or better – limited to Sydenham, New Cross Gate, and Lewisham stations.

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Figure 23: Station Frequency 2015⁶⁴



Frequency is key in the overall perception of a quality of service⁶⁵, which is an influential driver in passenger mode choice. Higher frequencies in Lewisham will allow for more passengers, and greater reliability. The Council therefore recognises that improvements to service frequency will be key in achieving the aims of MTS Outcome 7, and seeks to at least maintain, or increase, service capacity and frequencies across all routes in the Borough.

Bus travel provides the opportunity to complement Lewisham’s rail network by providing an alternative, and serving passenger requirements where rail falls short. The relative flexibility of bus infrastructure provides greater scope for improvement and the opportunity for new bus routes where the need is identified.

The indicator for MTS Outcome 7 relates to an improvement in bus speeds. Lewisham recognises the interconnected nature of bus speeds with journey time and reliability. However, the Council has aims for an overall speed reduction in the

⁶⁴ East and South-East London Sub-Regional Transport Plan, 2016 Update, TfL, page 88

⁶⁵ East and South-East London Sub-Regional Transport Plan, 2016 Update, TfL

Borough. Lewisham will therefore aim to achieve this indicator by targeting bus journey time reliability, improvements to bus priority and dwell times. These measures are likely to have a positive impact on average bus speeds by-proxy.

Lewisham bus performance data indicates that for high frequency (non-timetabled) routes, passengers are waiting approximately 20% longer than intended, equating to one minute due to irregular bus frequencies or services that failed to run⁶⁶. For low frequency (timetabled) routes, 79.4% were recorded as departing on time. Analysis of TfL Bus Priority Network Mapping shows a correlation between average bus speeds and passenger numbers, as shown in Figure 24 and Figure 25 overleaf.

The slowest average speeds are generally near local centres such as Lewisham, Catford and Deptford. This is where the highest levels of activity and human movements take place, as reflected in the average numbers of bus boarders.

Whilst general congestion will play a part in slower bus speeds, it is likely that bus-on-bus congestion and long dwell times due to high passenger activity are major contributors. There is some existing bus priority in place, particularly at Lewisham and Catford, however the Council will explore where this can be improved and built upon to alleviate general congestion. Opportunities for the optimisation of bus stop locations will be explored to limit delay due to bus weaving movements.

⁶⁶ Route Performance Results for London Borough of Lewisham, 4th Quarter 2017/2018, TfL

Figure 24: Annual Average Bus Speeds

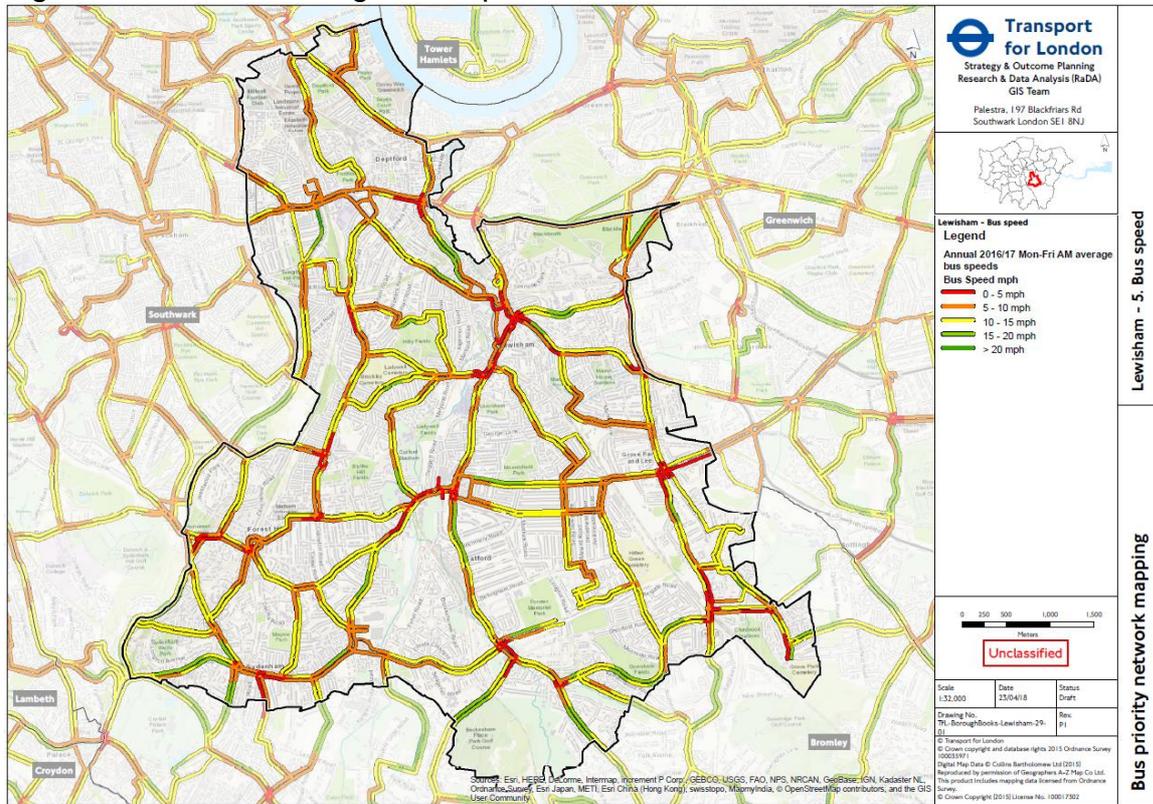
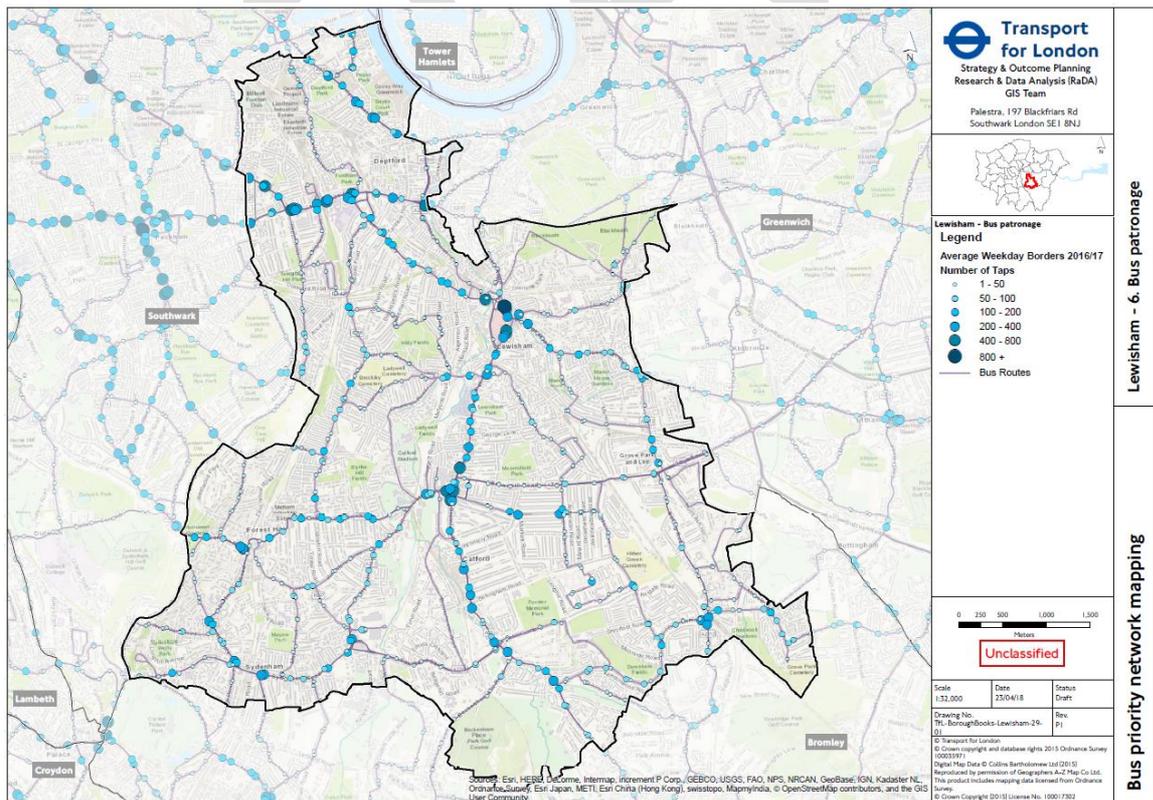


Figure 25: Average Weekday Boarders

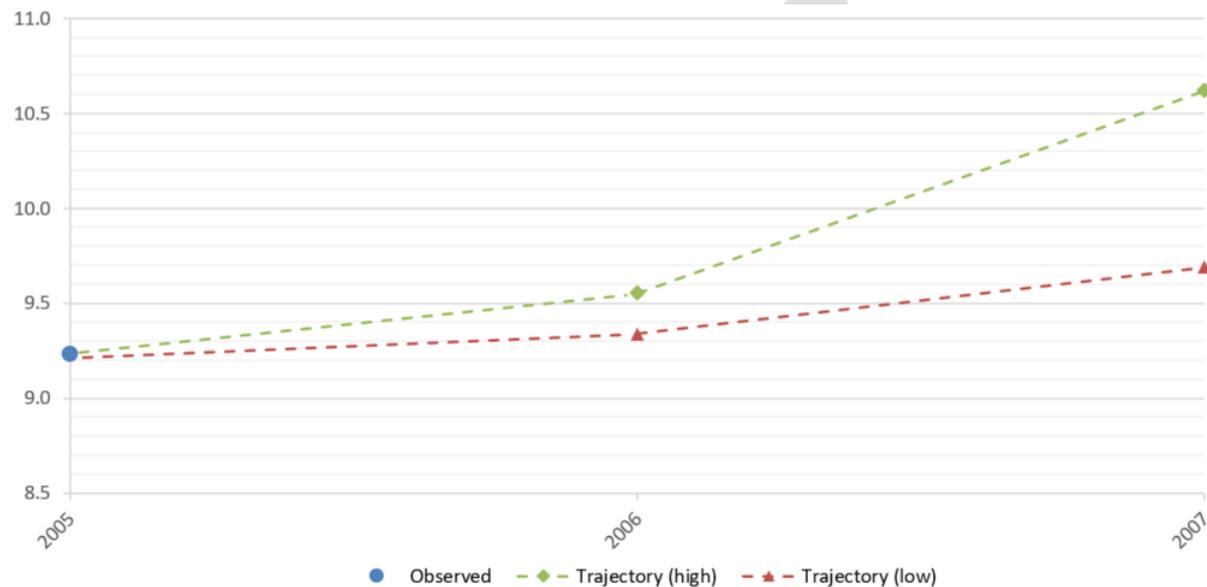


MTS Borough Objectives

Outcome 7: Bus journeys will be quick and reliable, an attractive alternative to the car

Average bus speeds in Lewisham will improve by approximately 5 % to 15% by 2041, from 9.2 to 10.6 miles per hour.

Chart 12: Bus Speeds (mph)



Source: LIP3 MTS outcomes borough data pack v1_1

Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

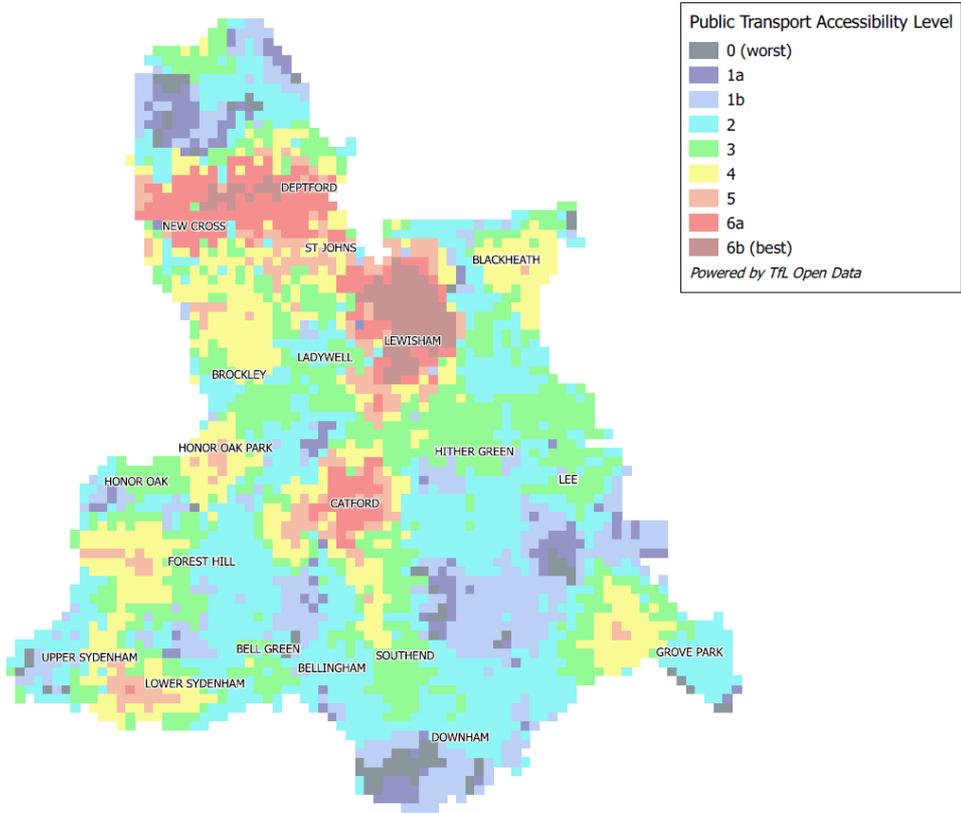
Challenges and opportunities

Lewisham is undergoing significant growth, with the Core Strategy⁶⁷ detailing a minimum of 18,165 net new dwellings during the Local Plan (LP) period, and outlining investment in business and retail development. The most recent estimations emerging from the LP is a significantly increased level of development to that that was predicted in original forecasts. As a result, a revised spatial strategy is under development to accommodate this predicted growth, with different development scenarios being explored.

⁶⁷ Core Strategy – Local Development Framework, London Borough of Lewisham, 2011

The Core Strategy focuses growth and larger scale developments in the north of the Borough, focussing sustainable growth in key localities such as Lewisham, Catford, Deptford and New Cross / New Cross Gate. As a measure, 82% of the net new dwellings are focussed within these areas, with Deptford and New Cross comprising 58% alone. These areas will also support job growth, supporting facilities and infrastructure through the LP. These growth areas benefit from an existing high Public Transport Accessibility Level (PTAL) as shown in Figure 26.

Figure 26: Lewisham PTAL



The Council’s development management policies are contributing towards the promotion of sustainable travel in new developments, such as;

- A restrained and balanced approach to car parking in line with the London Plan standards⁶⁸. The Council places a strong emphasis on reducing car

⁶⁸ London Plan, Parking Addendum to Chapter 6, GLA, 2016

dependency within new developments. Policy 14 of the Council's Core Strategy⁶⁹ states;

“A managed and restrained approach to car parking provision will be adopted to contribute to the objectives of traffic reduction while protecting the operational needs of major public facilities, essential economic development and the needs of people with disabilities.”

- Car-free or car-limited developments in areas with PTAL 4 or higher. This is supported by Policy 29 or the Development Management Policies⁷⁰ which aims to ensure the effective implementation of car limited development and other parking standards, to help minimise congestion and reduce vehicle emissions.
- Cycle parking in line with TfL London Cycling Design Standards (2016), and the requirement for good design of cycle facilities in new development, including incorporating facilities such as showers and lockers where appropriate⁷¹.
- Travel Planning, Service and Delivery Planning and Construction Logistics Planning to manage vehicle movements and incorporate sustainable travel options to manage down vehicle use
- The use of Controlled Parking Zones (CPZs) where appropriate to manage existing demand and prevent future parking demand from new development on surrounding streets, as supported by the Council's Core Strategy Policy 14.

Notwithstanding the above, with the rapid growth that Lewisham is experiencing there is a need for wider sustainable travel infrastructure to support these measures. Enough capacity to support this growth will need to be unlocked to maintain acceptable levels of comfort, speed and reliability or risk undermining the appeal of public transport for new development occupiers.

The Council recognises that not all development can be focussed in key local centres. The Local Plan identifies a significant increase in small and infill developments which will result in greater levels of residential growth in new locations supplementing the more traditional development sites found in town centres.

⁶⁹ Core Strategy – Local Development Framework, London Borough of Lewisham, 2011, page 116

⁷⁰ Development Management – Local Development Framework, London Borough of Lewisham, 2011

⁷¹ Core Strategy – Local Development Framework, London Borough of Lewisham, 2011, page 116

Development in the most deprived areas of the Borough can lead to positive growth and regeneration. However, the most deprived areas of Lewisham also suffer from lowest quality of public transport infrastructure. This is particularly evident to the far north and south-east of the Borough, where PTALs of 0 to 2 are widespread. The Council's ongoing support for the BLE, incorporating an extension through the south of the Borough to Hayes, as detailed under Outcome 5, would provide a significant step-change in public transport provision for the south of the borough and would elevate the area's potential for development and regeneration.

The Council's LP identifies areas in the north of the Borough as 'Mixed Use Employment Locations' (MELs), which will support regeneration and growth with a mix of uses including residential and a significant element of employment space.

A key challenge for the Council will be to improve the public transport and active travel infrastructure in this area prior to the occupation of new developments through the MELs.

Commuting mode changes are most likely to occur with a change in distance to work associated with a new job or home⁷². It is therefore important that high-quality infrastructure is present on occupation, when new businesses and commuters are most likely to form new travel habits as they relocate.

The Council through the emerging Local Plan policy continue to enforce the values and policies of its LP to encourage development that reduces reliance on private car travel. High-density and mixed-use developments will be encouraged with inclusive, accessible design to reduce the need to travel.

MTS Borough Objectives

Car dependency will be reduced and more people will live in well-connected areas

Lewisham, in conjunction with TfL, will explore opportunities for improved bus frequencies and new routes in the lowest PTAL areas of the Borough. It will also aim to supplement the gap in transport provision with active travel infrastructure to encourage walking and cycling, something that is equally supported within Local Plan

⁷² Changes to commute mode: The role of life events, spatial context and environmental attitude, B. Clark, K. Chatterjee, S. Melia, 2016

policy along with bringing forward ‘the Lewisham Spine’ proposals to link areas to the south-east with public transport hubs and town centres.

Across London, improved rail and bus services will improve connectivity

The Council will continue to support the BLE and LSI proposals alongside other improvements in the Lewisham ‘Vision for Rail’ document. This will unlock additional capacity to support new development and improve connectivity for residents and employees of the Borough. The Council will also explore the opportunity for improved orbital bus connections to compliment the rail improvements, and provide more public transport connectivity in response to commuting patterns for Lewisham.

Outcome 9: Transport investment will unlock the delivery of new homes and jobs

Challenges and opportunities

A primary challenge in unlocking Lewisham’s growth potential is its rail network, which at present is saturated, suffers from crowding with limited high frequency services. The East and South-East London Sub-Regional Transport Plan states:

‘low levels of frequency can make an area seem less connected, therefore restricting the potential for future housing and employment growth. Improving the frequency and quality of service of National Rail lines, particularly on the North Kent lines, will be key to maximising the growth potential of the sub-region’⁷³

Lewisham has several major development projects underway which would bring significant growth in residential, commercial and employment opportunities. In addition to several schemes already under construction, the following are being brought forward:

- *Convoys Wharf*: 3,500 homes, 53,000m² employment and retail, 13,000m² community facilities, a hotel, restaurants, cafes and public access to the riverfront. Outline Planning Permission granted.
- *New Bermondsey*: up to 2,400 homes (subject to successful planning), 18,000m² employment and retail, leisure facilities, up to 10,000m² hotel floorspace, restaurants and cafes. Served by a new Overground station, links to South Bermondsey Station, two new bus routes, and new Quietway cycling and pedestrian routes. Planning Permission granted.

⁷³ East and South-East London Sub-Regional Transport Plan, 2016 Update, TfL, page 88

- *Foundry, Arklow Road*: 276 homes. Under construction to be completed in 2019.
- *The Timberyard Deptford*: 1,132 homes, a new linear park, flexible studio space, shops, restaurants, and flexible incubator business space. Under construction with first phase to be completed in 2019/20.

Lewisham's two Opportunity Areas (OA) – Lewisham, Catford and New Cross, and Deptford Creek / Greenwich Riverside – hold the potential to deliver 10,000 new jobs and 13,000 new homes⁷⁴. The Convoys Wharf development is located within the Deptford Creek / Greenwich Riverside OA, and should bring regeneration to one of Lewisham's most deprived areas. The existing level of deprivation also manifests itself in transport provision, with low PTAL and poor east-west connections.

The proposed New Bermondsey Overground Station will significantly improve the public transport provision for the north-east of the Borough and unlock potential growth and regeneration as a result. However, the north-west of the Borough remains in need of improvement. The area is bordered by the Thames and the London Bridge – Dartford line, and as a result experiences a level of severance in movement. Better connections will need to be facilitated to fully unlock the OA's growth potential. Lewisham's Deptford Parks Liveable Neighbourhood project seeks to improve walking and cycling connectivity in this area.

The Lewisham, Catford and New Cross OA spans across several centres and as a result already benefits from well-connected transport links. To maximise the scope for intensification in the area, further capacity will need to be made available in the public transport network, as discussed in previous sections. The BLE has the potential to enable an additional 65,000 journeys in the morning peak, and this could be increased should the extension to Hayes be brought forward as a single phase. The LSI proposals will compliment this, facilitating the additional 18,000 interchanging passengers that are expected as a result. The LSI will reinforce Lewisham as a centre, bringing in visitors and unlocking potential for retail development. This would assist in Lewisham being elevated to metropolitan status in line with the aspirations of the Core Strategy⁷⁵.

⁷⁴ London Plan Annex One: Opportunity and Intensification Areas, GLA, 2016

⁷⁵ Core Strategy – Local Development Framework, London Borough of Lewisham, 2011, page 52

MTS Borough Objectives

The Council will therefore explore opportunities to improve east-west links in the north of the Borough to complement the New Bermondsey Station proposals and unlock the full potential of the Deptford Creek / Greenwich Riverside OA.

The Council will support the BLE and LSI, which are both seen as significant proposals in unlocking the full potential for the Lewisham, Catford and New Cross OA. Lewisham will also continue to drive for the BLE to be completed beyond Lewisham station to Hayes as a single phase. The Council contends that this would serve the Lewisham, Catford and New Cross OA in full and open further opportunities for growth in the south of the Borough, addressing the increased ambitions for higher growth emerging from the London and Local Plans. It would also bring opportunity to improve orbital bus routes in the south and benefit the currently under-served south-east.

Other Mayoral Strategies⁷⁶

Vision Zero Action Plan, July 2018

Every year more than 2,000 people are killed or seriously injured on London's streets. In London in 2016, more than 30,000 people were injured in road collisions. People from more deprived areas, some ethnic minorities, disabled people, children and older people are disproportionately affected by road danger. People are more at risk per journey when walking and cycling in outer London than in central London.

The Mayor, together with TfL, has produced this action plan to set out a programme to achieve the aim of Vision Zero; to eliminate all deaths and serious injuries on London's transport network.

As part of this, the action plan sets out aims to extend the current 20mph speed limits in force on the Transport for London Road Network (TLRN). These new speed limits will apply to the A21 between Catford and Lewisham, sections of the South Circular Road and the A2. Lewisham Council welcomes this expansion and wishes a future progression to see the entire TLRN in the Borough under 20mph speed limits. The Borough will work with TfL to achieve this, which will assist in the achievement of both the Vision Zero aim and the LIP objective of making Lewisham's streets will be safe, secure and accessible to all.

⁷⁶ Requirement R12: Other Mayoral strategies are also relevant to LIPs, and boroughs should have regard to these as they are published.

Walking Action Plan, July 2018

Walking is at the heart of the MTS, and is integral to achieving the overall mode share aim of 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. The vision of the action plan is to make London the world's most walkable city where walking is the most obvious, enjoyable and attractive means of travel for all short trips.

Providing an attractive walking environment for pedestrians in Lewisham will be essential in achieving the objectives of this LIP. All four of the LIP objectives will be achieved to some extent through improving walkability. The Walking Action Plan states;

“Enabling more people to travel on foot will make London’s streets more efficient. A better walking environment will help connect communities and reduce road danger, air pollution, noise, and health and economic inequalities. Our streets will provide places where people want to spend time, and walking will boost local economies, as well as helping to create a well-functioning city.”
(page 11)

London Environment Strategy, May 2018

The Environment Strategy outlines the Mayor’s aspiration to turn London into a zero carbon city, and to have the best air quality of any major world city by 2050.

With road traffic being the biggest contributor to air pollution, this LIP’s aspiration to reduce car ownership and use will support The Environment Strategy in achieving these aims.

London Housing Strategy, May 2018

As part of the Mayor’s vision for good growth, the Housing Strategy outlines five priorities:

- Building homes for Londoners
- Delivering genuinely affordable homes
- High quality homes and inclusive neighbourhoods
- A fairer deal for private renters and leaseholders
- Tackling homelessness and helping rough sleepers

The objectives set through this MTS will contribute towards the first three priorities, as Lewisham works to unlock opportunities for new development through investment

in its walking and cycling network and creating new links and capacity on its public transport network.

The Borough's aims to make Lewisham's streets accessible to all will support new development in creating inclusive neighbourhoods, and creating a Borough where pleasant, reliable and attractive transport options are available without the need to own a car will create an inclusive network where everyone can access the goods, services and opportunities they need to thrive.

[Draft London Economic Development Strategy, December 2017](#)

The Draft Economic Development Strategy centres on a vision to create a fairer and more inclusive economy, where 'no one finds themselves locked out from opportunity'.

This vision will be supported in Lewisham, where the Council aims to tackle social inequalities by creating better links from the Borough's most deprived areas to town centres and services. This will help in tackling levels of 'Transport Poverty', where residents may feel cut off from services, employment or education opportunities through lack of transport options.

The Strategy recognises the role that London's transport plays in encouraging economic growth, and the pressures this growth puts on the network. It identifies the current capacity and crowding constraints on the public transport network, and the requirement to encourage a modal shift from private vehicle use. Solving these issues will aid in supporting economic growth in London and the objectives set out within this LIP will support in achieving this.

[Draft London Culture Strategy, March 2018](#)

The Mayor's Vision for culture is based on four priorities:

- Love London: more people experiencing and creating culture on their doorstep
- Culture and Good Growth: supporting, saving and sustaining cultural places and spaces
- Creative Londoners – investing in a diverse creative workforce for the future
- World City – maintaining a global powerhouse in a post-Brexit world

Lewisham aims to create a street network that is appealing to active travel, which in itself is a more social activity than alternative transport modes. These modes enable people to experience their surroundings at a more intimate level and engage with local cultural places and spaces.

The Lewisham Spine (A21 Healthy Streets Corridor) does not just aim to be a space for transit, but also for creating places to linger and enjoy, with 'piazza'-type environments⁷⁷. This will foster spaces where cultural activities, such as street performers, vendors and musicians have the potential to thrive.

Draft Health Inequalities Strategy, August 2017

One of the Mayor's key ambitions for this Strategy is to create Healthy Places. The Strategy aims to create healthy, pleasant streets and green spaces with good air quality.

This directly aligns with both the MTS outcomes and those of this LIP, which aims to make Lewisham's streets clean and green with reduced air pollution from road traffic and more street trees.

⁷⁷ Lewisham Cycle Strategy, London Borough of Lewisham, 2017, page 27

3. The Delivery Plan

Introduction

This chapter sets out our Delivery Plan for achieving the objectives of this LIP. It includes:

- Linkages to Mayor's Transport Strategy priorities
- A list of potential funding sources for the period 2019/20 to 2021/22;
- Long-term interventions
- Three-year indicative Programme of Investment for period 2019/20 to 2021/22
- A detailed annual programme for 2019/20

Linkages to the Mayor's Transport Strategy priorities⁷⁸

The Delivery Plan was developed to align the borough's projects and programmes with the policy framework of the Mayor's Transport Strategy, the overarching mode share aim, each of the nine outcomes, and the relevant policies and proposals.

Table 3.1 outlines the linkages between the projects and proposals included in the Delivery Plan, and the MTS outcomes that they contribute towards achieving.

⁷⁸ Requirement R13: Boroughs are required to outline projects and programmes that contribute to the delivery of the Mayor's Transport Strategy – including the overarching mode share aim, each of the nine outcomes and the relevant policies and proposals – in preparing a Delivery Plan.

Table 3.1: Linkages between LIP projects and programmes and the Mayor’s Transport Strategy Outcomes

Project / Programme	MTS mode share	MTS outcomes							
	Improving active, efficient and sustainable mode share	No 1:-Active	No 2:- Safe	No 3:-Efficient	No 4:- Clean & Green	No 5:- Connected	No 6:- Accessible	No 7:- Quality	Nos 8 & 9 Sustainable Growth/Unlocking
Corridors, Neighbourhoods and Supporting Measures									
Crofton Park Corridor	✓	✓	✓	✓	✓	✓	✓	✓	✓
Deptford Parks Liveable Neighbourhoods	✓	✓	✓	✓	✓	✓	✓	✓	✓
A21 Healthy Streets Corridor outcome definition	✓	✓	✓	✓	✓	✓	✓	✓	✓
Healthy Neighbourhoods	✓	✓	✓	✓	✓	✓	✓	✓	✓
Local Pedestrian Improvements	✓	✓	✓	✓	✓	✓	✓	✓	✓
Local Cycling Improvements	✓	✓	✓	✓	✓				✓
Road Danger Reduction	✓	✓	✓	✓	✓				✓
Air Quality and Noise	✓		✓		✓			✓	
Safer and Active Travel		✓	✓	✓					
Public Transport Supporting Interventions	✓			✓	✓	✓	✓		✓
Small Scale Schemes	✓	✓	✓	✓	✓				
Completion of previous years schemes	✓	✓	✓	✓	✓				

TfL Business Plan⁷⁹

In developing and preparing the Borough's programme of works (as outlined in the Delivery Plan), the Borough has considered the Mayor's aspiration to deliver the major projects in TfL's Business Plan (and the milestones associated with these projects) including major infrastructure associated with Growth Areas and Opportunity Areas.

TfL Projects

The overarching aim of the Mayor's Transport Strategy (MTS) is that 80 per cent of trips will be made on foot, by cycle or public transport by 2041. The following projects have been prioritised according to the aims of the MTS and will have implications for the Borough of Lewisham.

- **Healthy Streets:**
 - Cycle Superhighways: legible and safe protected cycle routes
 - Liveable Neighbourhoods programme: borough schemes to reduce motor vehicle trips, improve health and air quality
 - Vision Zero – reducing road danger and ensuring that, by 2041, nobody is Killed or Seriously Injured (no KSIs) as a result of road crashes
 - Rotherhithe to Canary Wharf crossing
- **Buses:**
 - Addressing air pollution, supporting low emission bus zones
 - Reducing bus services in Central and Inner London
 - Bus priority investments providing high quality infrastructure required for reliable public transport network sustaining a growing city
- **Train:**
 - DLR rolling stock replacement – 43 new trains replacing current rolling stock, adding 30 per cent more capacity on the network
 - Modernisation of the Circle, District, Hammersmith & City and Metropolitan lines
- **Other:**
 - Silvertown Tunnel
 - Ultra Low Emission Zone (ULEZ)

⁷⁹ Requirement R14: When preparing their LIPs, boroughs are required to take into account the major projects and investment in all modes of transport, as well as the investment in the road network that may impact on their borough, as set out in the TfL Business Plan.

Implications for borough

Lewisham as an Inner London borough will be affected by the Mayor's plan to reduce bus services in Central and Inner London⁸⁰, and fleet modernisation as a means to improving air quality. This would mean less frequent bus services for Lewisham which could risk making bus travel less attractive. Real time journey information would need to be sufficient for people to make informed travel choices. Bus services are the public transport backbone for Lewisham residents. The south east of the borough would in particular benefit from improved bus services, accessibility and capacity.

Population growth for Lewisham is expected to rise by 16% between 2018 and 2041, increasing demand on Docklands Light Railway (DLR) which links Lewisham and Elverson Road stations to Greenwich and Canary Wharf. This issue will be addressed by the Rolling Stock Replacement Programme, 43 new trains replacing current and adding 30 per cent more capacity on the network. It will relieve over-crowding on current services approaching Canary Wharf⁸¹, improving customer satisfaction. Lewisham has been one of the seven stations that contributed to 50 per cent of DLR's growth over the last four years⁸² and a modern fleet will help in attracting more new customers.

Certain roads have been strategically identified via the TfL business plan to prioritise active modes so boroughs will be obliged to consider walking and cycling when re-designing their roads. TfL have identified they will support investment for sustainable transport, therefore boroughs should deliver projects that align with these aspirations.

Cycle Super Highway 4 (CS4) will pass through and transform roads in Deptford with an uninterrupted, protected cycle route between Tower Bridge and Greenwich. CS4 will also provide new pedestrian crossings, better public spaces and bus stop changes which the residents of Deptford will benefit from.

This will include the reallocation of road space, with some limited impact on journey times, traffic movements and parking arrangements.⁸³ There will also be temporary construction disruptions caused by CS4. However, Lewisham will environmentally

⁸⁰ Business Plan 2018/19 to 2022/26, TfL, page 52

⁸¹ East and South-East London Sub-Regional Transport Plan, 2016 Update, TfL, page 86

⁸² TfL London Overground and Docklands Light Railway Growth, page 9; 2015, <http://content.tfl.gov.uk/rup-20151016-part-1-item09-lo-and-dlr-growth.pdf>

⁸³ Cycle Superhighway Route 4 from Tower Bridge to Greenwich Consultation Report, 2018, TfL

benefit long term from CS4 by reducing the dominance of motor traffic, improving pedestrian and cycle connectivity and protecting bus journey times making it a viable transport option⁸³. Residents in Lewisham will be able to better enjoy their surroundings and encourage more people to travel sustainably. It is proposed CS4 will be accessible for cyclists with disabilities⁸³, providing greater choice in transport options for people with disabilities and increasing social inclusion.

The new River Thames crossing between Rotherhithe to Canary Wharf for pedestrians and cyclists will provide an environmentally friendly alternative travel option for people in the surrounding area and alleviate congestion on existing routes⁸⁴ used to access Lewisham. The Council's Liveable Neighbourhoods proposals will help to provide onward connections from the new crossing into Lewisham.

Lewisham has a full council motion to object to the Silvertown Tunnel. The proposals as they stand do not adequately address the concerns of the council and Lewisham's objections to the scheme remain. In summary, these objections are;

- The scheme is not coming forward as part of a package of crossings
- The effectiveness of the toll to manage traffic
- The scheme would have an unacceptable impact on LB Lewisham's road network and likely subsequent deterioration of air quality
- Inadequate monitoring and mitigation

Air quality in the Borough is already poor and the entire borough to the north of the South Circular Road is within a designated Air Quality Management Areas (AQMA). Silvertown Tunnel's increase in traffic volumes will reduce the air quality in Lewisham further, restricting the borough in achieving its MTS air quality targets and having potential negative impacts on the health of Lewisham's community.

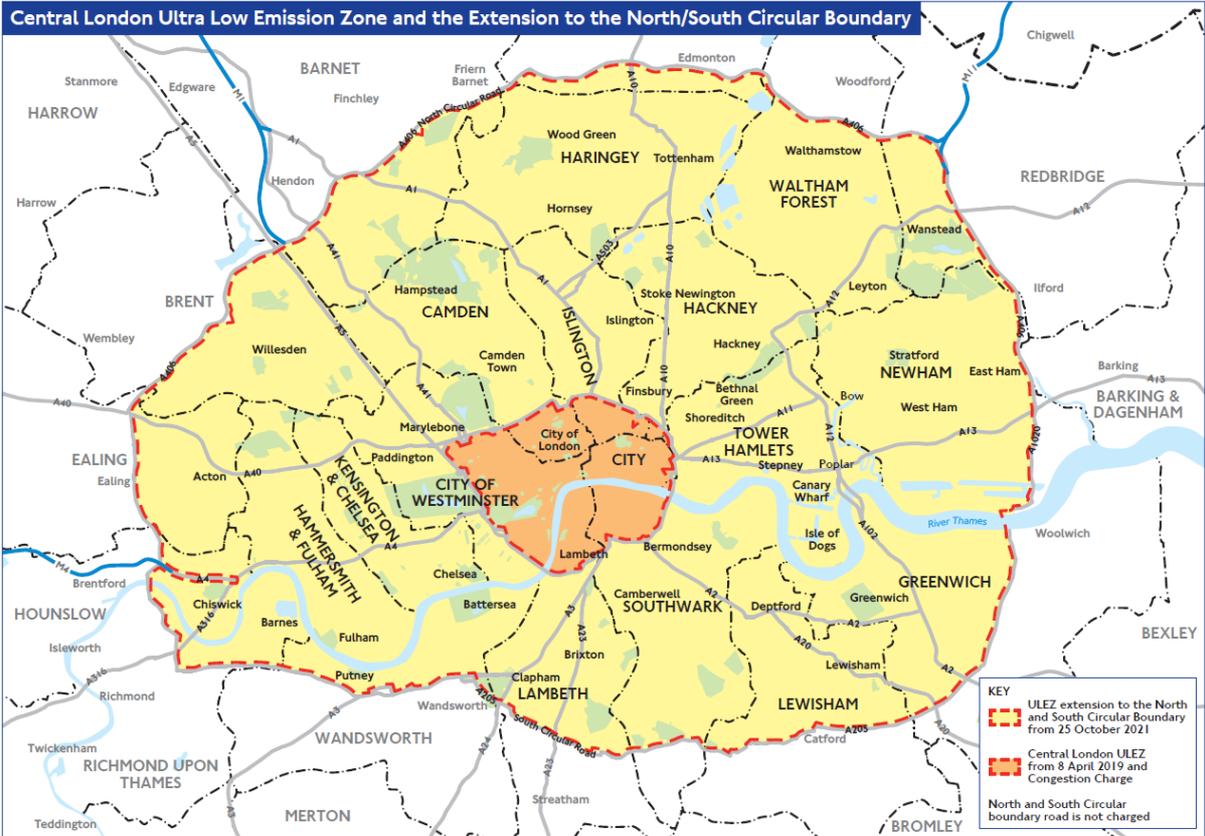
Although TfL made some minor changes to the scheme proposals in response to the consultation, the above concerns still remain. However, TfL now plans to implement the scheme, with DfT approval acquired in May 2018, TfL is now working with local boroughs and land owners to agree details of land acquisitions, constructions plans and access arrangements. A contractor is in the process of being procured, with construction anticipated to commence from mid-2019.

Lewisham falls within the boundary for the extended Ultra Low Emission Zone (ULEZ) which will come into force on the 25th October 2021. This will go a long way in tackling London's poor air quality issues. Whilst this extension is welcomed and supported by

⁸⁴ Rotherhithe to Canary Wharf crossing Consultation Report, 2018, TfL

the Council, the Council’s preference would have been for the zone to be extended to cover the whole of London. The extension of the ULEZ to the south circular only will have infrastructure and funding implications for Lewisham. For example, necessary steps will need to be taken to ensure that parking pressures don’t increase outside of the ULEZ and consideration given to the impact of the scheme in areas of low Public Transport Accessibility (PTAL).

Figure 27: Extended boundary for Inner Ultra Low Emission Zone (ULEZ)



Source: <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone>

The TfL Business Plan outlines the commitment to adopt the Vision Zero approach. As part of this, TfL have detailed plans to implement 20mph speed limits on TLRN roads in town centres and other high-risk areas⁸⁵. Namely, on the South Circular Road at Forest Hill and Catford, the A21 between Catford and Lewisham, and the entirety of the A2 and A202 within the Borough. The Council welcomes this proposal, however wishes to pursue a complete 20mph limit on all TLRN roads within the Borough to complement the existing comprehensive 20mph limits on all Borough-controlled roads.

⁸⁵ Vision Zero Action Plan, TfL, 2018, page 14

Complementary works to be carried out by the borough

Lewisham manages up to 95 per cent of its road network and the Council will develop a traffic reduction strategy with the assistance of TfL, including measures for local and freight traffic to tackle congestion on London roads⁸⁶

Lewisham will support the review of bus services in Inner London, provided it is supported by improved bus priority and leads to an overall more effective, efficient and reliable bus network, opening opportunities for better services in the underserved south- east of the borough.

The Council will support the extension of the ULEZ through the delivery of the Air Quality Action Plan (AQAP). The London Borough of Lewisham Air Quality Action Plan spans from 2016 to 2021. There is commitment for annual review and appraisal of progress⁸⁷.

The North Deptford regeneration area, consisting of the New Cross Gate masterplan and Deptford Liveable Neighbourhoods, incorporates the future CS4 to be routed via the A200. Complementary works will be brought forward through these schemes to ensure the surrounding area is fully integrated providing a high quality active travel network beyond the CS4 route.

The Council will conduct continued engagement with stakeholders, residents and businesses within Lewisham to understand public views and make sure public money is spent in the most effective way.

⁸⁶ Business Plan 2018/19 to 2022/26, TfL, page 22

⁸⁷ Air Quality Action Plan 2016 – 2021, London Borough of Lewisham

Sources of funding⁸⁸

Table 3.2 below identifies potential funding sources for implementation of this LIP, including the LIP funding allocation from TfL, contributions from the borough's own funds, and funding from other sources.

The key source of funding is the borough's LIP allocation. Figures provided by TfL indicate that the borough will receive £1,940,000 per year for 2019/20 to 2021/22, a total of £5,820,000. The value of the current 2018/19 delivery plan was £2,273,000 which represents a reduction of 15% annually between 2018/19 and the LIP3 annual programme. The 2019/20 to 2021/22 figures are not guaranteed which makes it difficult to prepare and consult on a delivery plan.

In addition to the above, the borough will receive £1,547,000 from TfL between 2018/19 and 2022/23 in response to the Deptford Park Liveable Neighbourhood bid. The total value of the project is £2,587,000 and is proposed to be made up of the following sources;

Source	Value
TfL liveable neighbourhood	£1,547,000
TfL LIP	£50,000
GLA – Good Growth*	£800,000
LB Lewisham Capital**	£90,000
S106**	£100,000
Total	£2,587,000

* Subject to successful bid outcome

** Indicative – to be confirmed

The borough also uses its own resources and resources from developers to pursue local objectives and ensure that the road network remains in a safe and serviceable condition. The sums available from developers via section 106 agreements are £2,700,000.

⁸⁸ Requirement R15: Boroughs are required to identify all interventions that are intended to be wholly or partly funded using LIP funding in the borough's Programme of Investment. Boroughs should identify the proposed funding source for each of these interventions, ie how much is from LIP funding allocations and how much comes from other sources (for example, the council's own capital and revenue sources, Section 106/CIL contributions, or other sources of TfL/GLA funding, such as Growth Areas).

Table 3.2: Potential Funding for LIP Delivery

Funding source	2019/20	2020/21	2021/22	Total
	£k	£k	£k	£k
TfL/GLA funding				
LIP Formula funding –Corridors & Supporting Measures	1,940.4	1,940.4	1,940.4	5,821.2
Discretionary funding [Liveable Neighbourhood]	157	940	450	1,547
External Funding Bids ¹	0	250	250	500
Local Transport Fund	100	100	100	300
Sub-total	2,197.4	3,230.4	2,740.4	8,168.2
Borough funding				
Capital funding ²	4,000	4,000	4,000	12,000
Revenue funding	0	0	0	0
Parking / EV charge point revenue ³	TBC	TBC	TBC	TBC
Sub-total	4,000	4,000	4,000	12,000
Other sources of funding				
S106 allocated	333	333	333	999
S106 unallocated ⁴	1,000	1,000	1,000	3,000
CIL ⁵	0	0	0	0
European funding	0	0	0	0
Sub-total	1,333	1,333	1,333	3,999
Total	7,530.4	8,563.4	8,073.4	24,167.2

¹ figures represent indicative potential funding bid amounts

² This figure is an averaged total across the complete Capital programme including once off funding as well as annual allocations such as footway and highway resurfacing

³ Currently no significant funding is generated for use on other transport related projects however there is an aspiration that both programmes will generate revenue in the future.

⁴ Figures are taken from unallocated transport S106 funding. It is assumed that additional site-specific S106 contributions will come in during the LIP period, however the Council does not conduct forecasting figures on this.

⁵ The Council are in the process of developing a CIL spending strategy. The amount of funding available for the LIP3 programme is currently unknown.

Long-Term interventions to 2041⁸⁹

In the medium to long-term the Council believes that a number of significant, but currently unfunded, investments will be required to ensure the economic and social vitality of the borough and to achieve the MTS and LIP objectives. Lewisham is undergoing rapid change with new major development. Residential and economic development in the Borough's two Opportunity Areas (OAs); Lewisham, Catford and New Cross, and Deptford Creek / Greenwich Riverside, will spur investment and population growth, with the potential to deliver 10,000 new jobs and 13,000 new homes⁹⁰. This growth will lead to increased demand and new pressures on the Borough's transport network.

To support and encourage this growth in the Borough, the Council recognises the importance of investing in local business and services that will continue to support and allow communities to thrive. Several local shopping parades have been identified for aspirational improvement schemes that will help to elevate the attractiveness of Lewisham's local high streets and encourage people to spend time there, supporting local businesses to prosper.

The proposed Bakerloo Line Extension (BLE), the Lewisham Strategic Interchange (LSI), Brockley Interchange and metroisation, along with other measures outlined in the Council's Rail Vision, will support this growth by providing capacity increase and more frequent, reliable services. The Council also aims to prioritise improving sustainable transport links to the south-east of the Borough, which is currently under-served by public transport and experiences some of the highest car dependencies and lowest employment rates in the Borough. To influence a significant modal shift away from car use, the Council acknowledges that a significant step-change is required to make alternative modes more appealing. Schemes such as The Lewisham Spine (A21 Healthy Streets corridor) and the BLE to Hayes as a single phase will bring the Borough towards achieving this step-change, providing radial north-south links to the more urban north and unlocking potential for orbital bus routes linking the south of the Borough to the BLE.

The schemes that have been identified to support the Borough to grow, thrive and meet the MTS outcomes up to 2041 are summarised in Table 3.3 below. Indicative funding and indicative but uncommitted timescales are outlined.

⁸⁹ Requirement R16: Boroughs are required to provide a list of potential schemes up until 2041, together with a short explanation of the reasons for their inclusion in the Delivery Plan.

⁹⁰ London Plan Annex One: Opportunity and Intensification Areas, GLA, 2016

Table 3.3: Long-term interventions up to 2041

Project	Approx. date	Indicative cost	Likely funding source	Comments
Local High Streets and Shopping Parades	TBC	£1.5m per scheme	TfL / Borough / S106 / S278 / CIL	Measures including public realm, active travel and safety improvements at local High Streets and shopping parades. Potential schemes have been identified at Kirkdale,(Sydenham), Hither Green Lane, Burnt Ash Road and the remainder of the Brockley corridor.
More low emission bus corridors	2020	TfL to confirm	TfL	Expansion of low emission bus zones beyond the current zones on A21 and A2.
LEZ - tightening of standards	Post-2021	TfL to confirm	TfL	Tighten LEZ standards to same as ULEZ extension.
The Lewisham Spine – A21 Healthy Streets Corridor	2025	£10m (Borough cost only) £20m (TfL cost)	TfL / Borough	Linking CS4 (A200) to the southern Borough boundary on the A21. Including Cycle Superhighway standard facilities, low emission bus zone, healthy streets improvements with piazza-type environments ⁹¹ . This project includes a major public realm/healthy streets scheme on Deptford Church Street, but not Lewisham Town Centre and Catford Regeneration Masterplan schemes.
Cycle network improvements (see Council's Cycling Strategy)	2041	tbc	TfL/borough/s106	Delivering the network of routes set out in the Council's Cycling Strategy
A2 New Cross Road / Amersham Gyratory removal	2025	£30m for A2 element.	TfL / Borough / S106 / S278 / CIL	Transformation of A2 New Cross Road and area surrounding station. Improve pedestrian comfort and permeability, create an easily accessible High Street, improve cycle facilities and reduce traffic dominance ⁹² .

⁹¹ Lewisham Cycle Strategy, London Borough of Lewisham, 2017

⁹² Draft New Cross Gate Area Framework, 2018

Project	Approx. date	Indicative cost	Likely funding source	Comments
Bakerloo Line Extension	2023 – 2028/29	£3,600m (for an extension to Lewisham)	TfL	Extension of the Bakerloo Line beyond its current termini at Elephant & Castle, to serve New Cross Gate and Lewisham. The Council urges the full extension to Hayes to be brought forward as a single phase to serve Catford. ⁹³
Lewisham Station & Interchange	2028	£250m	Network Rail / TfL / Borough / s106 / CIL	Enhancements to capacity and station quality to create a high-quality interchange between National Rail, DLR, the future BLE, buses, taxis, walking and cycling. Place-making measures to help elevate Lewisham Town Centre to a Metropolitan Centre.
New Cross to Lewisham Overground Extension	TBC	TBC	TfL	An extension of the London Overground line beyond its current terminus at New Cross to Lewisham. This will provide more capacity and improve connectivity and resilience, and ensure that Lewisham joins the 3 other Strategic Interchanges in London as gateways to the Overground.
Step-Free Station Access	TBC	TBC	TfL / Network Rail	Create step-free access to all rail stations within the Borough.
Ringway Corridor (Southend Lane and Whitefoot Lane) Improvements	2030	£4m	TfL / Borough / S106 / S278 / CIL	Improve public realm and active travel links using excess carriageway space. Explore potential for improvements such as linear parks, a bus priority corridor, and active travel corridor.
Lewisham Town Centre	2030	£10m	TfL / s106/278	To elevate the attraction of the Town Centre to local people through a range of improvements to goods and services, as well as public realm to provide a high-quality environment.
Catford Regeneration Masterplan	2021 (for A205 and A21) aspects	£30m	TfL / Borough / S106 / S278 / CIL	Rerouting the South Circular Road to provide more pedestrian space and improvements to transport infrastructure.

⁹³ Bakerloo Line Extension Document, London Boroughs of Lewisham and Southwark

Project	Approx. date	Indicative cost	Likely funding source	Comments
New Bermondsey Station	TBC	£12m	TfL / S106	A new London Overground station to be brought forward through the regeneration scheme of New Bermondsey.
Brockley Station Interchange	2030	TfL to confirm	Network Rail / TfL	Creation of a high-level platform at Brockley Station to provide an interchange between the East London Line and the Lewisham – Victoria Line.
Brockley Station western entrance reopening	TBC	TBC	Network Rail / TfL	Reopening of a direct passenger entrance to the western platform at Brockley Station to reduce overcrowding at main station entrance.
Metroisation	TBC	TBC	TfL	Reorganisation of services to provide more regular trains on a simplified route network, providing frequent metro-style services on standardised routes.
New or improved bus services in the south of the borough	TBC	Dependent on route	TfL/ s106 contributions	New or improved bus services in areas with low Public Transport Accessibility Levels, including new orbital links.

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Three-year Indicative Programme of Investment⁹⁴

The Three-Year Indicative Programme of Investment has been completed in Table 3.4 below. The table summarises, at a programme level, the borough's proposals for the use of TfL borough funding in the period 2019/20 – 2021/22.

Table 3.4: Three-year indicative programme of investment (2019/20 to 2021/22)

London Borough of Lewisham TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
Crofton Park Corridor	350	350	0
Deptford Parks Liveable Neighbourhoods	0	50	0
A21 Healthy Streets Corridor outcome definition	20	0	0
Healthy Neighbourhoods	508	558	978
Local Pedestrian Improvements	100	100	100
Local Cycling Improvements	250	250	250
Road Danger Reduction	180	100	100
Air Quality and Noise	100	100	80
Safer and Active Travel	327	327	327
Public Transport Supporting Interventions	10	10	10
Small scale schemes	30	30	30
Completion of previous years schemes	65	65	65
Sub-total	1,940	1,940	1,940
LOCAL TRANSPORT FUNDING (LTF)	£k	£k	£k
Local Transport Funding	100	100	100
Sub-total	100	100	100
DISCRETIONARY FUNDING	£k	£k	£k
Deptford Parks Liveable Neighbourhoods	157	940	450
Sub-total	157	940	450
EXTERNAL FUNDING BIDS	£k	£k	£k
Deptford Parks Liveable Neighbourhoods*	0	250	250

⁹⁴ Requirement R17: Boroughs are required to produce a costed and funded high-level indicative Programme of Investment that covers, by year, the three-year period 2019/20 to 2021/22.

Sub-total	0	250	250
All TfL borough funding	£2,197k	£3,230k	£2,740k

* *Subject to successful bid outcome*

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The programmes set out in the indicative programme of investment seek to deliver the outcomes of the MTS alongside the Lewisham objectives. Where possible, LIP funding will be supplemented with developer funds and in some cases these funds can deliver entire projects without the need to rely on TfL or council funding.

The programme maintains the principles of the ‘corridors, neighbourhoods and smarter measures’ approach and has used these geographic principles to develop a programme to deliver benefits to both key transport links in the borough and wider environmental improvements to its distinct and unique neighbourhoods.

During the summer of 2018, Lewisham Council launched a boroughwide consultation on the Commonplace platform to gather public opinion on local transport provision and condition. The consultation was run over 8 weeks and asked the public to suggest a scheme by gathering as many ideas as possible to improve transport and streets in the borough, from the people who live and work here. The following is taken from the consultation page;

‘They don’t have to be big suggestions: anything from accessibility problems such as a missing dropped kerb to new cycle routes to much bigger opportunities such as improvements to a town center street design are welcome suggestions. Over the coming months, we will be able to build up a picture of what issues are out there in Lewisham and develop schemes that aim to address these’.

‘Your Ideas will help to shape Lewisham’s Transport Strategy for the coming years (2019-2041). We often refer to this strategy as the ‘Local Implementation Plan’ (LIP)’.

Over 2,250 suggestions were received from the public and over 8,880 comments or ‘likes’ on those suggestions. The suggestions and comments have been used in

⁹⁵ Requirement R18: Boroughs are required to provide supporting commentary on: a. How the three-year Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation b. The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL’s Business Plan and investment programme) in delivering the borough’s LIP objectives c. How the delivery of the Mayor’s priorities will be supported at a local level.

⁹⁶ Requirement R21: Boroughs are required to provide supporting commentary on: a. How the annual Programme of Investment has been derived, including how potential interventions have been identified and prioritised, and practical considerations relating to timescales, capacity and consultation b. The role of revenue-based investment, policy decisions, and third-party actions (including commitments outlined in TfL’s Business Plan and investment programme) in delivering the borough’s LIP objectives c. How the delivery of the Mayor’s priorities will be supported at a local level

addition to borough officer workshops to develop and shape the three-year programme of investment. This involved looking at the types of schemes that are needed in order to deliver the MTS objectives, alongside the types of issues that are important to those who responded to the Commonplace consultation. It was established that there was significant overlap between these considerations. A summary of the types of concerns raised through Commonplace is provided below, with the volume of comments received in the left-hand column.

Top comment themes from the Commonplace consultation

Tags		
#	Why do you feel this way?	Sentiment
968	Not pedestrian friendly	
738	Fast traffic	
606	Polluted	
597	Not cycle friendly	
517	Congested	
416	Other	
293	Unregulated parking	
201	Poor visibility	
116	Inadequate parking	
97	Potholes	
81	Poorly lit	
52	Pleasant	
36	Pedestrian friendly	
33	Cared for	
22	Cycle friendly	
8	Well lit	

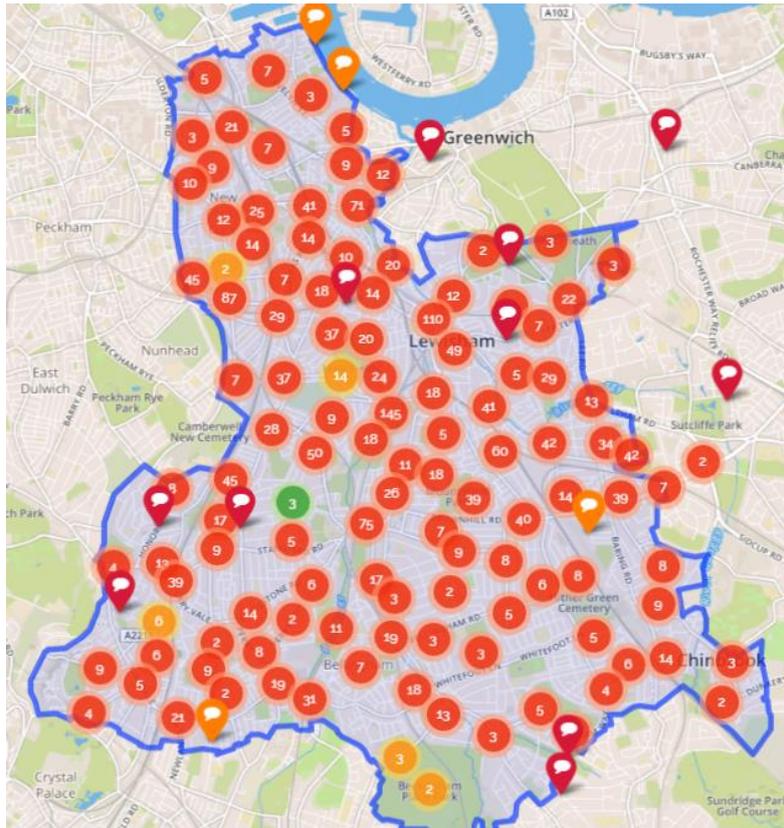
As can be seen, the top five most commonly tagged themes amongst submitted comments all have a direct correlation with the MTS and LIP objectives and proposed programme lines. Negative sentiments are shown in red, whilst positive sentiments are shown in green. In particular, the high number of negative sentiments around pedestrian and cycle friendliness aligns with the MTS and LIP aspirations to have more people travelling actively, and to create a network of healthy streets where travel by sustainable modes is the most attractive option. Comments relating to pollution and congestion relate to the MTS and LIP objectives of creating clean and green environments and reducing traffic volumes, whilst the comments on fast traffic align with the objectives of traffic reduction and creating a safe and secure environment in Lewisham's streets.

Top “How could we make it better” themes for improvements from the Commonplace consultation

Tags		
#	How could we make it better?	Sentiment
624	Slow down traffic	
535	Safer roads	
505	Enforcement	
454	Close rat-runs	
397	Other	
393	Safer junction	
354	Add crossing	
330	Improve pavements	
303	Regulate Parking	
299	Beautify	
281	More cycle paths	
232	More street trees	
206	Wider pavements	
130	More places to walk	
103	Better lighting	
73	More facilities for disabled people	
72	Places to sit	
61	Provide drop kerbs in this location	
48	Fewer signs and clutter	
23	Better bus shelters	

As shown, themes emerging from suggested improvements most commonly relate to reduction in traffic volumes and safety. The funding programmes to be brought forward through this LIP align with these suggestions; in particular, the Road Danger Reduction, Healthy Neighbourhoods, and Local Pedestrian and Cycling Improvements programmes.

The following Figure shows the distribution and volume of comments received in different areas of the Borough. Further analysis of the Commonplace responses will be undertaken over the coming months to determine how these might be addressed through the programme lines proposed in Table 3.4, subject to an assessment of priorities.



The three-year programme will be prioritised using a bespoke system designed to ensure the best alignment against strategic and local objectives. A long list of projects was also curated through the workshops, costed and packaged under indicative work streams based on the MTS outcomes. The long list of projects was then scored against a weighted combination of the MTS objectives, Healthy Streets indicators and Lewisham LIP objectives to help inform the three-year programme. The programme was validated against the borough context and challenges data mapping and Commonplace responses to further ensure compliance with MTS and alignment with other funding streams.

Derivation of the annual programme began with setting aside LIP funding for ongoing council programmes and committed schemes. Funding has been ring-fenced for the following programmes.

Crofton Park Corridor

During 2014/15, a feasibility study considered the transport issues along the B218 corridor, including Brockley Road, Stondon Park and Brockley Rise. Road safety and air quality were the key issues to be investigated, alongside public realm improvements which would support local places. The purpose of the study was to identify concept stage solutions which might be feasible and affordable, and to consult with the public at an early stage of development. Following an appraisal of the potential schemes, Crofton Park has been recommended as the highest priority scheme along the B218 corridor, largely on the basis of the road safety, air quality

and the relatively high footfall it experiences as a local shopping parade. The project is now moving towards the detailed design stage, following public consultation and dialogue with key stakeholders. The costs for the scheme have been reprofiled to reflect delivery timescales.

The main proposals that have been consulted on include narrowing the available road width and widening footways, providing raised table junctions at several locations along Brockley Road and on side junctions to reduce vehicle speeds and provide better pedestrian crossing facilities, planting new street trees and public realm improvements including formalising parking with inset bays. The concept sketch below provides a visualisation of potential improvements. This was produced for the purposes of the consultation on the concept design and may be subject to change.



Funding will comprise £350,000 for each of the first two years of the LIP period. During 2019/20, the funding will be used to commence construction of the scheme.

Deptford Parks Liveable Neighbourhood

As highlighted earlier in the document, this scheme will include new cycling and walking links, including the removal of local traffic, road closures, the creation of a world class north/south traffic-free walking and cycling facility, public realm improvements and healthy routes to schools. The interventions will transform streets, travel choices and the health of people, by connecting them with schools, parks, public transport, local businesses and high streets, as well as enabling new journeys beyond the neighbourhood. The project will mobilise and empower the local community, fostering collaboration at the neighbourhood level and empowering

people to have a say in the design of their streets and public spaces. LIP funding will contribute £50,000 during the 2nd year of the LIP period. The concept design below for Rolt Street constitutes a key part of the scheme, and was developed in partnership with the community, although this will be subject to further feasibility/design work and consultation.



A21 Healthy Street (The 'Lewisham Spine')

Lewisham is one of the most pro-cycling Boroughs in London, and has a track record of working collaboratively with TfL to deliver cycling infrastructure, including London's first Quietway and CS4 which is under development. The A21 is the central spine of the Borough. It links our main TLRN routes, rail and Tube services, and our two major town centres. It also links in with CS4 in the north (which will provide a route into central London), and Bromley to the south, providing just the kind of vital link between inner and outer London that would be required to achieve the ambitious targets set out in the MTS vision. It is included as a key aspiration within the Council's Cycling Strategy as a way of encouraging active travel, reducing congestion, and improving air quality.

The Council is now working in partnership with TfL on an Outcome Definition exercise, to determine opportunities and priorities along the corridor, and to inform a concept design that responds to the Council's Manifesto pledge to work with TfL to provide a new segregated cycle route connecting Downham to Deptford. The LIP3 programme makes an allowance in 2019/20 for a £20k contribution towards this Outcome Definition work, in recognition that the northern part of the route is on Lewisham highway.

Additional Funding Programmes

The remaining available LIP funding has been allocated through consideration of a list of projects curated through internal Council workshops, site visits, and through analysis of Commonplace suggestions. At this stage, the Commonplace suggestions have been used as a validation tool to ensure the programme is fulfilling public need. Consideration has been given to the MTS objectives, Healthy Streets indicators and Lewisham LIP objectives.

Schemes have been grouped together under the following programme lines, and will be prioritised on an annual basis.

Healthy Neighbourhoods

Through the Mayor's Transport Strategy and associated LIP guidance, there is a requirement for boroughs to demonstrate a clear strategy of how they intend to reduce traffic by an average of 10-15% across London. The draft Lewisham Transport Strategy and LIP sets out how this will be achieved, and acts as a holistic traffic reduction strategy for the borough. The Healthy Neighbourhoods programme is a key component within this strategy – it will adopt the principles of the Liveable Neighbourhoods schemes, which aim to improve air quality, reduce traffic and congestion and encourage active travel, and will apply them at a smaller-scale.

This will include using interventions such as point closures, modal filters (traditionally road closures allowing pedestrians and cyclists to pass while stopping motorised traffic from doing so) and banned turns, enforced by cameras. This will be complemented by a series of other measures such as contraflow cycling, improved crossing points, cycle hangars, electric vehicle charging points, parklets, street trees and benches.

The impact of these small interventions spread across a defined zone or area will create an impact that is greater than the sum of its individual parts, making Lewisham's diverse communities greener, healthier and more attractive places to live, work, play and do business. The intention of this programme is to utilise the responses to the LIP public consultations, alongside other evidence and officer knowledge, to identify areas where low cost but effective traffic reduction techniques might be trialled.

The programme will incorporate 'Healthy Schools' principles and provide measures to encourage more active travel. Schemes such as this will link, where possible, with the Public Health Department's new 'School Superzones', which will be piloted throughout the Borough during 2019. This new initiative involves a series of interventions in a 400m radius of the school to provide a wide range of benefits across health and wellbeing. Through the Healthy Neighbourhoods scheme,

Lewisham will be piloting school-time road closures at selected schools to address the school run issues around congestion and parking and encourage mode shift and assist traffic reduction.

Subject to an assessment of priorities, the Healthy Neighbourhoods programme could also assist in delivering schemes that form part of wider masterplan projects, such as the New Cross Road masterplan (see Appendix B).

A programme of two to three neighbourhoods a year is planned, with funding of £508k proposed for the first year of the programme, and a similar amount in the second year. The final year of the programme allows for inclusion of a more ambitious scheme. However, there is potential to supplement the programme with other funding sources such as from the Mayors Air Quality Fund and developer funding.

A map showing the neighbourhood areas is included in Appendix C, which has been derived taking into account a number of basic principles. These include:

- Areas to be of a reasonable size to allow analysis and treatment. The areas chosen are around 1 to 3 hectares.
- The boundaries to the areas should, where possible, have low permeability (such as railway lines, parks etc) or be “major” roads (Red Routes & other “A” roads etc. - where high volumes of traffic could be expected to occur).
- Where practicable known intrusive traffic routes (rat-runs) between “major” roads have been included in a single area to allow a full analysis of the issues and comprehensive proposals for alleviation interventions in a single scheme.

The order in which the neighbourhoods have been prioritised for treatment is data led and based on a number of criteria. Most of the criteria are related to the changes and benefits that could be expected when areas become less trafficked and more people are encouraged to use active travel for all or part of their journeys. A small element of the selection criteria relates to the acceptability, practicality and viability of introducing the types of intervention to significantly reduce/remove through traffic.

The criteria used to help prioritise the neighbourhoods include:

- **personal injury collisions** – the delivery of a successful healthy neighbourhood has the potential to reduce collisions in line with the borough’s Vision Zero ambition. Neighbourhoods with a higher number of collisions are given a higher score;
- **levels of obesity in an area** - A successful healthy neighbourhood should encourage more active travel, thereby helping to reduce obesity levels. Higher scores are given to neighbourhoods with a higher level of obesity;
- **air quality levels** – A successful healthy neighbourhood should help to improve air quality levels within the neighbourhood. Neighbourhoods with the worst air quality are therefore given a higher score;
- **asthma levels in the community** – The prevalence of asthma has been linked to air quality issues, which should improve within healthy

neighbourhood areas. Higher scores are therefore given to those neighbourhoods with higher asthma levels;

- **levels of deprivation** – people in deprived areas tend to suffer more from the negative effects of heavy traffic, but are less likely to contact the Council to raise attention to their concerns. Higher scores are therefore given to neighbourhoods with higher levels of deprivation.
- **School Travel Plan (STP) accreditation level** – one of the main aims of a STP is to encourage the use of sustainable travel for journeys to school. These schools are more likely to encourage sustainable travel and support the effectiveness of a Healthy Neighbourhood. Areas with high levels of STP accreditation are therefore given a higher score.
- **public transport accessibility (PTAL) and car/van availability** – a higher 'PTAL' should assist people to make the switch from private car use to more sustainable modes when a healthy neighbourhood is introduced. Similarly, where private vehicle availability is lower, more residents are likely to travel sustainably and benefit from the measures implemented.
- **LIP public consultation feedback** – feedback was received during two stages of consultation on the LIP, which was taken as an indication of support for change. Higher scores are given to higher levels of support.
- **pre-existing local community support and action** – in recent years a number of local groups/associations have been actively involved in looking at traffic problems in their areas and suggesting possible changes. This suggests that there is likely to be a reasonable level of local support for a Healthy Neighbourhood scheme and the types of measures that would be required to support it, therefore making the scheme more viable.

There is a desire to see different parts of the borough benefitting from the programme. Cells have therefore been separated into those inside and outside the extended ULEZ boundary (the south circular), with at least one neighbourhood from either side of the boundary to be implemented in each tranche. Other factors may also be taken into consideration when determining the priority for delivery, such as the availability of funding from other sources to progress a particular area. Areas will be re-prioritised at least every 2 years, using the latest available data, with an announcement made each January/February on the 2-3 Healthy Neighbourhoods to be delivered in the coming financial year.

The results of the above prioritisation exercise have provided us with four areas to be progressed over the first two years of the LIP programme: Lewisham and Hither Green, West Brockley, Bellingham and East Sydenham. It should be noted that delivery of all four areas may be dependent on the borough securing further funding through the Mayors Air Quality Fund.

Local Pedestrian Improvements

Key to this programme will be an £80,000 investment in resurfacing and public realm improvement works to the area outside of Lewisham Shopping Centre. With a potential to build on the scheme with more ambitious plans in future years.

Year 1 – resurfacing improvements to the footway area An interim scheme to address the immediate issues around broken and missing paving in the area but could also tie in to more long term improvements outlined below.

Future years – Public realm design for the area including pedestrian improvements on Albion way junction. A scheme that could build on the interim measure outlined above that also addresses the road safety concerns surrounding the junction of Albion Way. Any scheme delivered would require a significant budget derived from multiple sources and would need to be designed in such a way that it could be adapted to any longer term plans that come forward for the town centre.

The remaining funding in the first year will provide a detailed improvement strategy comprising small-scale, localised schemes to provide a better walking environment. This in turn will encourage active travel, reduce congestion and improve air quality. Schemes will be guided by local need, and Commonplace feedback will be used to identify potential initiatives. A key aspect of this programme will be focussing on improving accessibility around rail stations, ensuring a comprehensive network providing dropped kerbs and tactile paving, ensuring links to public transport are fully inclusive and accessible to all and delivering other small-scale interventions that help to achieve healthy streets such as the street trees and benches.

This funding will also be used towards match funding for developer contributions, in particular in key growth areas to the north of the Borough. Improvements to pedestrian conditions at Cold Blow Lane have been earmarked under this programme, and will provide a high-quality link in an area that currently suffers from east-west pedestrian severance. The need for this scheme has been reinforced through public comments on Commonplace.

These LIP funded projects will be supported by the Council's maintenance and capital works programmes to ensure that footways are maintained in a safe condition.

[Local Cycling Improvements](#)

Three key cycling improvement projects have been identified to be delivered as part of the annual programme, including 2019/20. This will be supported by the delivery of other actions from the Council's Cycling Strategy in order to help people make the transition to cycling, in turn reducing congestion and improving air quality.⁹⁷:

[Contraflow cycle routes](#)

⁹⁷ www.lewisham.gov.uk/cycling (then click on the 'Strategies and Plans' link)

A three-year programme of introducing contraflow cycling to the existing one-way systems in the borough, where feasible. Through analysis of TfL Cityplanner and Commonplace data a priority list will be developed and individual projects designed and delivered.

Cycle parking

Areas will be identified to install secure bike hangers across the borough for use by residents who may not have access to off-street parking at home. It is likely that in some areas of the borough on-street parking may have to be taken out to accommodate the new and secure cycle parking. This will only be done in consultation with the local community. Furthermore, a review of cycle parking in town centres will be carried out to ensure sufficient and appropriate provision.

Improved cycle routes

Finally, important walking and cycling links and connections such as bridges across railways and paths through greenspaces will be assessed for potential improvements. This will complement TfL's Cycle Quietway and Cycle Superhighway programme. Officers have commenced discussions with TfL on the next phase of Quietway routes and priorities, but awaits confirmation of future funding, which it is assumed will be provided outside of LIP3 for the priority routes identified.

The Borough will also be seeking to work with at least one dockless bike sharing scheme provider to see dockless bikes introduced into the Borough. This will help further drive uptake in cycling and make it more accessible.

Road Danger Reduction

The Borough has adopted a new approach to safety on the roads as recognised through the MTS's Vision Zero and Healthy Streets ambitions. This involves a shift in emphasis from 'Road Safety' to 'Road Danger Reduction', Reducing the dominance, speed and overall numbers of the most dangerous vehicles is central to the Healthy Streets Approach and to achieving Vision Zero, and will reduce Londoners' exposure to road danger. By making our streets safer and feel safer, we will create streets where people want to walk, cycle and use public transport.

The 2019/20 Road Danger Reduction programme will consist of a series of interventions across the borough supporting the boroughwide 20mph speed limit, which was implemented in 2016. Interventions will mainly consist of traffic calming measures to encourage compliance of the new and lower speed limit alongside an exploration into enforcement tools available to the council.

In parallel to this a review of the emergency services principal road network in the borough will be undertaken with the various blue light services to ensure that the traffic calming measures installed and planned are suitable for their requirements.

The borough will also review any collision hotspots on the Lewisham road network, as highlighted through an annual review of collision data.

This will be supported by the phased implementation of 20mph on TLRN, as outlined in the TfL's Vision Zero Action Plan.

Air Quality and Noise

The Council has developed an Air Quality Action Plan in order to tackle poor air quality and reduce the impact on health. Air quality is a significant priority in the emerging MTS, which supports measures to improve air quality, particularly the development of electric vehicle charging infrastructure.

The recently published low emission vehicle strategy 2018-22 sets out an ambitious vision to ensure that all of Lewisham's residents, businesses and visitors are within 500m of a charging point by 2020. An action plan to deliver a significant increase to the on-street charging assets in the borough is contained within the strategy.

In 2019/20 LIP funding will be used to match fund GULCS funding to implement the Vision in Lewisham's Low Emission Vehicle Charging Strategy of delivering an extra 41 charging locations to achieve a 500m distance between charging locations.

It will also be used to support the implementation of the recommendations identified through the Mayor's Schools Air Quality Audits, where these are not covered by the Healthy Neighbourhoods programme.

Funding may also be used to support the Council's air quality and noise monitoring programme, and to support future DEFRA and/or Mayor's Air Quality Fund bids for other projects, as these arise.

Safe and Active Travel

The supporting measures or active travel programme is an important part of the Lewisham LIP3. The three-year programme has been set at £327,000 per year and will deliver crucial and popular public services such as cycle training, road danger reduction programmes and school travel planning. This programme will be data led and will use the information highlighted in the collision analysis undertaken in Appendix D. The programme will continue to monitor trends and data in future reviews. In response to the ambition of the MTS and this LIP3 the programme will continue to work in partnership with the council's public health and environmental services programmes.

During 2019/20 the following funding breakdown is envisaged:

- £123k will be spent on child and adult cycle training. Level 1 and 2 training will be offered to all schools in the borough for their year 5 or 6 pupils. Adult cycle lessons

will be offered to encourage safer cycling and will aim to make cycling part of everyday life, creating healthier lifestyles, and reducing the reliance on the private car.

- £100k will be used to continue to improve the School Travel Planning programme developed over recent years. This includes working with whole school communities to identify ways of encouraging walking and cycling to school and address real or perceived barriers to using sustainable modes of transport. Projects to raise awareness and promotion of healthy lifestyle, active travel options, walking and cycling initiatives will be developed using tried and tested behaviour change methods.

- £39k will be used for an Active and Sustainable Travel programme of initiatives, events and publicity to raise awareness and use of more sustainable modes of travel.

- £65k will deliver the training and publicity programme. For 2019/20 this work will continue to be data led and will focus on a road danger reduction programme of work. The programme will continue to develop to support the MTS Vision Zero target.

Public Transport Supporting Interventions

In recognition of the role the local highway has in improving the public transport experience, a LIP funded public transport improvement programme is proposed to start in 2019/20. This programme will be utilised to complement the completion of the bus stop accessibility programme which is planned to be completed in 2018/19.

This programme will look at accessibility to rail stations as well as bus stops, working in partnership with TfL and Network Rail. It will also include working with TfL to see an extension to the 225 bus route delivered.

This will be complemented by the more strategic public transport schemes outlined in the TfL Business Plan, and Longer-Term strategy sections. These longer term aspirations include the delivery of the Bakerloo Line Extension, improved station interchanges at Lewisham and Brockley, metroisation, creating step-free access to all rail stations within the Borough, improving orbital public transport connections, and increasing bus provision to lower PTAL areas. These will ensure that travel by public transport is encouraged and facilitated, in turn supporting the delivery of new homes and jobs across the Borough.

Small Scale Schemes

The Council receives many requests for minor traffic management measures from the public, including those raised during the Commonplace consultation. These are assessed and prioritised based on their cost against factors such as safety, traffic

speed and volume, intrusive parking, community use and cost. Small scale schemes are highly valued by local communities, but are often too low in cost, or do not have high enough priority, to be included in the LIP programme in their own right. The programme is therefore funded by various sources, including a LIP contribution, and the Council's own revenue budgets.

Demand for traffic schemes has increased dramatically as a result of heightened concerns about air quality, expectations linked to new 20mph limits, and emerging MTS priorities, such as "Healthy Streets", "Vision Zero" (new target for zero KSIs) and removal of traffic from residential streets. Although some of these will be picked up as part of the Healthy Neighbourhoods programme as individual neighbourhoods are prioritised, there is still a need for a relatively small budget to address priority issues in other areas of the borough.

Completion of previous years' schemes

Many schemes are carried out each year that require the Council to commission services where it has little or no control over their programming and invoicing. This includes the provision of electrical connections, disconnections and supplies from the statutory companies. It is recommended that £65k be set aside from this annually. This funding is intended to allow a planned approach to settling these 'late' accounts whilst not putting pressure on existing schemes in the programme. Any funding not required for this will be reallocated into existing or new schemes.

Complementary projects

Further to the programmes identified above, schemes at Creekside and Bell Green will be brought forward during the period of this LIP3 and are funded through other sources. Although funded separately, these will contribute towards the achievement of the MTS and LIP3 objectives. The Creekside scheme will be fully funded through S106 contributions, and will form a major package of works to improve footway, carriageway and public realm spaces whilst implementing a CPZ. At Bell Green, as part of the proposed Quietway route through the area, pedestrian crossings will be improved around the Bell Green / Sydenham Road gyratory will be improved. This is to be fully funded through S106 and Quietway funding.

Delivering new homes and jobs

Although there is no dedicated programme line for this, it is anticipated that the LIP3 delivery plan in its entirety will help to support the growth that is envisaged across the borough over the next 20 years, as outlined in Chapter 2. The Council will also be undertaking a transport assessment to help inform the development of the Local Plan. This will help to understand what strategic transport infrastructure (including public transport improvements) is required to support development in the borough.

S106 funding will be key to helping supplement the LIP and will enable the borough to deliver further schemes that align with MTS objectives, such as Creekside, Cold Blow Lane and Convoys Wharf, to name a few. Other schemes will also emerge from the Council's masterplanning exercises, such as those for New Cross and Catford. Over the coming months further detail will be added to the delivery plan to set out how the Council intends to make use of the s106 contributions that have been secured to date.

Annual programme of schemes and initiatives⁹⁸

The annual programme of schemes for 2019/20 will be completed and submitted to TfL via the Borough Portal. The programme of schemes will be updated annually.

Risks to the delivery of the three-year programme⁹⁹

Table 3.5 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives.

⁹⁸ Requirement R20: Boroughs are required to provide a detailed and costed programme of schemes and initiatives for the first year of the plan, with the programme to be updated in subsequent years. Boroughs should submit their Programme of Investment using Proforma A (as shown at Part three – Appendix F). Proformas will need to be uploaded to the Borough Portal.

⁹⁹ Requirement R19: Boroughs are required to include a concise section on risk assessment and mitigation in preparing and considering options for their Delivery Plan.

Table 3.5: LIP Risk Assessment for three-year programme 2019/20-2021/22

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Reduction in scheme funding due to budget restrictions.		x		Consider implementing lower cost options if permissible.	LIP objectives not met or non-progression of project.
Increase in unforeseen project costs due to environmental factors.		x		Undertake judicious project management to ensure funding is used efficiently and justifiably.	LIP objectives not met or non-progression of project.
Statutory/legal					
Lewisham is required to implement the LIP under s151 of the GLA Act without sufficient external funding support.			x	Explore possibility for legal challenge, if possible jointly with other affected bodies.	Other Lewisham services may be impacted.
Third Party					
Stakeholders and/or third party support decreased or withdrawn.		x		Keep public and Members, and other partners informed through clear communication of planned projects and emerging issues.	LIP objectives not met or non-progression of project.

Public/political					
Change in policy or political direction.		x	x	Ensure that Members are frequently engaged in a variety of schemes through various different policy areas.	Non-progression of project.
Individual projects are not supported by Members.			x	Ensure that Members are involved at the early stage of project development, so that fundamental issues can be addressed and incorporated into the design.	Non-progression of project.
Individual projects are not supported by the public at the consultation stage.		x		Undertake appropriate consultation at an early stage to ensure public support. Redesign project to resolve objections.	Non-progression of project.
Programme & delivery					
Insufficient staff resources to develop designs	x			Recruit temporary/fixed term staff or use consultants.	Non-progression or late delivery of project.
Projects undertaken are not successful.		x		Schemes are to be carefully monitored and reviewed to identify non-delivered outputs early within the work programme.	LIP objectives not met.
Delays to progress of work	x			Consult with statutory undertakers as early as possible. Reprogram or transfer budget to support the next highest priority scheme.	LIP delivery programme extended or non-progression of projects.

Risk assessment for the annual programme¹⁰⁰

Table 3.6 below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the annual programme. The risk register summarises the strategic risks identified that could impact on the annual programme of schemes / initiatives.



¹⁰⁰ Requirement R22: Boroughs are required to identify any projects that have significant potential of risk within the planned programme of works and identify any mitigation measures for these high-risk projects.

Table 3.6: LIP Risk Assessment for annual programme - 2019/20

Risk	Likelihood			Potential mitigation measures	Impact if not mitigated
	H	M	L		
Financial					
Reduction in 19/20 LIP funding			x	Work with TfL to ensure full LIP funding is achieved	Project scope reduced and limited benefits realised
Unforeseen increase in 19/20 programme cost			x	Maintain flexible budgets across 19/20 programmes and ensure value engineering	Budget redistribution across programme could limit effectiveness of those programme with reductions.
GULCS match funding not secured		x		Maintain ambitious and realistic EV programme and action plan	Reduction in on street EV points delivered, reduced EV take up and reduction in wider AQ benefits.
Statutory / Legal					
Draft LIP3 not supported by TfL			x	Continued engagement with TfL LIP and borough sponsorship team	Delay in LIP3 approval could delay 19/20 programme and reduce benefits
Legal challenge made on LIP3			x	Continued engaging consultation with public and transparency on decision making	Delay in LIP3 approval could delay 19/20 programme and reduce benefits
Third Party					
Supply chain inability to deliver			x	Ensure good supply chain management and access to multiple service providers	Inability to spend budget and reduction in provision of services

Development market slows			x	Maintain good linkages to Local Plan and good relationship with developers.	Reduction in planning gain funding could place a higher reliance on LIP funding.
Public / Political					
Draft LIP3 not supported by LBL Cabinet			x	Early engagement with lead member and ensure compliance of LIP with wider council objectives.	19/20 LIP funding delayed or withheld resulting in project delay
19/20 projects not supported by local community and ward members			x	Early engagement with local community groups and members	Project delay and late delivery of benefits
Programme & Delivery					
19/20 Programme slippage			x	Ensure good project management procedures in place and efficient access to technical support	Delay to achieving LIP objectives and outcomes
Access to road network [for construction]			x	Early engagement with LBL permitting team	Delay to achieving LIP objectives and outcomes
Project specific					
New Local Traffic Management and Reduction programme			x	Early and comprehensive engagement will mitigate any risk of a lack of local support for local road closure projects as part of this programme.	Projects cancelled due to lack of support and ability to meet ambitious traffic reduction and vision zero targets reduced
Lewisham Town Centre pedestrian improvements			x	Early engagement with market traders to ensure works can be programmed with minimum disruption.	Lack of support for project resulting in delay in continued trip injuries and claims.

4. Monitoring the delivery of the outcomes of the Mayor's Transport Strategy

Overarching mode-share aim and outcome Indicators¹⁰¹

Table 3.7 outlines the targets for Lewisham against the MTS overarching mode-share aim and outcome indicators.

The Borough's progress against the outcome targets and mode-share aim will be measured through strategic data collected by TfL on behalf of the Boroughs.

Delivery indicators¹⁰²

The delivery indicators are set by TfL and relate to each of the nine MTS Outcomes. These provide a reference for the delivery of the Mayor's Transport Strategy at a local level. The borough will monitor and record the delivery indicators and report to TfL once a year in June using Proforma C.

¹⁰¹ Requirement R23: Boroughs are required to set targets against the overarching mode share aim and the nine outcomes using their respective outcome indicators.

¹⁰² Requirement R24: Boroughs are required to collect this information and submit it to TfL using Proforma C on at least an annual basis.

Table 3.7: Borough outcome indicator targets

Objective	Metric	Borough target	Target year	Additional commentary
Overarching mode share aim – changing the transport mix				
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 - 2015/16.	72% 81%	2021 2041	Lewisham will achieve this through its first LIP outcome; to make <i>travel by sustainable modes the most pleasant, reliable and attractive option</i> . It will aim to create a step-change in public transport and active travel provision, particularly to the south east through pursuing longer-term initiatives as outlined in Table 3.3.

Objective	Metric	Borough target	Target year	Additional commentary
Healthy Streets and healthy people				
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).	44% 70%	2021 2041	<p>70% of Lewisham residents will fulfil this objective by 2041.</p> <p><i>This will be achieved through delivering the Borough LIP outcomes;</i></p> <p><i>Improved network of cycling and walking routes with links to town centres and improved east-west connections</i></p> <p><i>Reduced ownership and use of private motor vehicles</i></p> <p><i>Improved safety and security will increase social inclusion and encourage walking and cycling</i></p> <p><i>Eliminate fatal and serious collisions on Lewisham's roads</i></p> <p><i>Walking, cycling and public transport will be prioritised in new developments as the best options</i></p>

Objective	Metric	Borough target	Target year	Additional commentary
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400m of the London-wide strategic cycle network.	19%	2021	71% of Lewisham's residents will be within 400m of the London-wide strategic cycle network by 2041. This aligns with the LIP outcome; <i>Improved network of cycling and walking routes with links to town centres and improved east-west connections.</i> Lewisham will assess the existing provision using GIS analysis and target areas that are under-provided.
		71%	2041	
Outcome 2: London's streets will be safe and secure				
Deaths and serious injuries from all road collisions to be eliminated from our streets	Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target)	48	2021	Lewisham's roads have seen a 46% decrease in KSIs between the 2005/09 base year and 2016. This rate of decrease will need to be maintained to achieve the Mayor's Vision Zero, and this will be supported by the Brough LIP objective; <i>Lewisham's streets will be safe, secure and accessible to all.</i>
		44	2022	
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).	26	2030	
0		2041		

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15 per cent.	747 598-635	2021 2041	The Borough targets are recorded in annual vehicle kilometres (millions). The Council will aim for the higher target of a 15% reduction, aided by the three-year delivery plan and its longer-term ambitions to achieve a step-change in public transport provision for the south-east of the Borough.
Reduce the number of freight trips in the central London morning peak.	10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	N/A as this target relates only to central London boroughs.
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16.	75,100 67,800	2021 2041	This aligns with the Lewisham LIP outcome of; <i>reduced ownership and use of private motor vehicles.</i>

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 4: London's streets will be clean and green				
Reduced CO2 emissions.	CO2 emissions (in tonnes) from road transport within the borough. Base year 2015/16.	132,000	2021	Lewisham's third LIP objective aligns with this MTS outcome; <i>Lewisham's streets will be healthy, clean and green with less motor traffic.</i> Road traffic reduction measures, and increased provision for electric vehicles will contribute towards the Borough achieving these targets. The expansion of the ULEZ to the South Circular Road will significantly reduce Lewisham's road traffic emissions. Longer-term, the Council aspires towards implementing stricter regulations and a ULEZ encompassing the entire Borough.
		34,800	2041	
Reduced NOx emissions.	NOX emissions (in tonnes) from road transport within the borough. Base year 2013.	200	2021	
		30	2041	
Reduced particulate emissions.	PM10 emissions (in tonnes) from road transport within borough. Base year 2013.	44	2021	
		24	2041	
	PM2.5 emissions (in tonnes) from road transport within borough. Base year 2013.	21	2021	
		12	2041	

Objective	Metric	Borough target	Target year	Additional commentary
A good public transport experience				
Outcome 5: The public transport network will meet the needs of a growing London				
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	255 331	2021 2041	<p>To achieve this outcome target, the Council will work with TfL and National Rail to increase capacity and frequencies on Lewisham's rail, DLR and Overground networks.</p> <p>The long-term goal of achieving Metroisation in the Borough will increase the appeal and patronage of the rail travel through more regular trains on a simplified network.</p> <p>The Council also aims to improve bus links to the south-east of the Borough in particular, aiming to provide a viable alternative to car travel and incite a modal shift.</p> <p>The first LIP objective aligns with achieving this target; <i>Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham.</i></p>

Objective	Metric	Borough target	Target year	Additional commentary
Outcome 6: Public transport will be safe, affordable and accessible to all				
Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network	3 minute difference (-15%)	2041	<p>Lewisham aims to have a street network that is <i>safe, secure and accessible to all</i>.</p> <p>This outcome target will be achieved via collaboration with Network Rail to increase the number of step-free stations in the Borough, as currently only 14 of the 21 stations have step-free access.</p> <p>The Council will also ensure complementary works are carried out to provide a comprehensive accessible network surrounds the stations, as without this, standalone step-free stations do not bring much benefit.</p>
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015/16	9.3-9.6 mph 9.7-10.6 mph	2021 2041	The Council aims to reduce traffic speeds overall in the Borough. However, by focusing efforts on improving journey time reliability, reducing dwell times, and identifying opportunities to optimise bus movements, this target will be achieved by reducing time spend stationary.

Objective	Metric	Borough target	Target year	Additional commentary
New homes and jobs				
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments				
Outcome 9: Transport investment will unlock the delivery of new homes and jobs				
				<p>Lewisham’s fourth LIP objective aligns with these MTS outcomes; <i>Lewisham’s transport network will support new development whilst providing for existing demand.</i></p> <p>Sustainable modes will be prioritised in new development, and the Council has identified a number of longer-term schemes (see Table 3.3) that will support growth in the Borough by providing a step-change in public transport and active travel provision.</p>

5. Glossary

AQAP	Air Quality Action Plan	A document outlining actions to improve air quality.
AQMA	Air Quality Management Area	Areas where national air quality objectives are not being achieved.
BLE	Bakerloo Line Extension	Proposed extension of the Bakerloo Line beyond its current termini at Elephant & Castle, to serve New Cross Gate and Lewisham.
CS4	Cycle Superhighway 4	A committed and funded continuous segregated cycle route between Tower Bridge and Greenwich.
DEFRA	Department for Environment, Food & Rural Affairs	The government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities.
DLR	Docklands Light Railway	Automated light rail metro system serving East London.
EV	Electric Vehicle	A vehicle operated by a plug-in electric motor.
GLA	Greater London Authority	The regional government of Greater London, headed by the Mayor of London.
GULCS	Go Ultra Low City Scheme	A programme by the Office for Low Emission Vehicles within the Department for Transport. It aims to provide funding to local authorities in the UK to encourages switching to a electric car use.
KSI	Killed or Seriously Injured	Collisions involving a casualty that has been killed or seriously injured.
LEBZ	Low Emission Bus Zone	Zones within which only buses that meet the toughest emission standards are permitted to run.
LIP	Local Implementation Plan	Each London borough is required to develop a LIP to set out how the borough will deliver the Mayor's Transport Strategy (MTS) at local level.
LP	Local Plan	A planning document that sets out plans and policies for how new development will take place within the Borough.
LSI	Lewisham Station Interchange	Proposals for enhancements to capacity and station quality of Lewisham Station to create a high-quality interchange between National Rail, DLR, the future BLE, buses, taxis, walking and cycling.
MELs	Mixed Use Employment Locations	Areas of older and poorer quality industrial uses at low densities that have been designated for redevelopment for a mix of uses including residential and a significant element of employment space.
MTS	Mayor's Transport Strategy	A document that sets out the Mayor of London's policies and proposals to reshape transport in London up to 2041.
OA	Opportunity Area	Areas identified within the London Plan that have significant capacity for large scale development.

PTAL	Public Transport Accessibility Level	A measure from 0 (worst) to 6b (best) of connectivity to the public transport network in London, combines information about how close public transport services are to a site and how frequent these services are.
P2W	Powered Two-Wheeler	A term covering all two-wheeled motor vehicles, such as mopeds, scooters and motorcycles.
SCN	Strategic Cycle Network	A network of high-quality Cycle Superhighways and Quietways to be delivered with TfL as part of the MTS.
TfL	Transport for London	A GLA body responsible for the transport system covering Greater London.
TLRN	Transport for London Road Network	A network of roads for which TfL are responsible for the maintenance, management and operation.
ULEZ	Ultra Low Emission Zone	A zone within Central London which requires vehicles to meet a minimum set of exhaust emission standards or pay a daily charge to travel within the area.

Appendix A

Statutory Consultee List

DRAFT

Appendix B

New Cross Road Masterplan Extract

DRAFT

Appendix C

Healthy Neighbourhoods Study Cells

DRAFT

Appendix D

Casualty Analysis

DRAFT



Transport Strategy and Local Implementation Plan

2019 – 2041

Consultation Summary

London Borough of Lewisham

Document reference: 1000004846

Date: 10 December 2018

Created by
Caitlin King

Caitlin.King@projectcentre.co.uk



EXECUTIVE SUMMARY

The London Borough of Lewisham is committed to improving the borough's streets and road safety to contribute towards achieving the ambitious visions of the London Mayor's Transport Strategy (MTS).

With each new MTS, new Local Implementation Plans (LIPs) are required to be prepared by each borough. This document details the results of the public consultation exercise conducted on Lewisham's third LIP, which was undertaken between the 12th October 2018 and 24th November 2018.

We have gathered feedback from residents and key stakeholders in the borough. We have reviewed over 200 responses to produce this report and to see how we can produce a LIP that reflects the best interests of all within the borough.

The responses show that respondents are generally positive about different aspects of LIP, the main ones being:

- The majority of respondents felt that all the LIP objectives were 'important' or 'very important'
- The Air Quality and Noise programme gained the highest level of support
- Few respondents oppose the LIP programmes
- The scheme for step-free station improvements in the Vision for Rail gained the most support, followed by the Bakerloo Line Extension
- The longer-term schemes gained lower levels of support in general, but the most supported schemes were 'More Low Emission Bus Corridors' and 'LEZ tightening of standards'
- Overall, the majority of respondents felt the LIP targets were 'realistic', however higher levels of respondents felt the air quality targets were 'not ambitious enough'. For all targets, a minority felt the targets were 'too ambitious'

We have reviewed the comments from the online survey and key stakeholders, and a full list of issues and responses is available on Page 21.

Thank you to everyone who took part in the consultation, the feedback is vital in helping us meet the borough's needs as well as both the MTS and LIP objectives.

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1. BACKGROUND

Lewisham's Draft Transport Strategy and Local Implementation Plan (LIP3) examines and identifies the key challenges and opportunities for improving transport, changing travel behaviour and supporting growth.

The borough is responding to these challenges and opportunities by setting out its short- and long-term goals and transport objectives for Lewisham up to 2041. The LIP details a programme of investment over a three-year period from 2019/20 to 2021/22, and sets out the aspirations for the borough for long-term major infrastructure improvements to be delivered up to 2041.

All measures within the LIP were intended to enable the borough to plan strategically for transport, to achieve the broad MTS goals of;

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

Project Centre was asked by the London Borough of Lewisham to help draft Lewisham's LIP, and to analyse responses to the public consultation.

2. THE CONSULTATION

2.1 Process

The consultation started on Friday 12th October 2018 and ran for just over six weeks until 24th November 2018.

Local residents and businesses were directed to an online survey to fill in. We also received comments from internal Council employees and key stakeholders in the form of emails.

The consultation was promoted via a number of channels:

- The Council's communication channels, including their website and social media
- Twitter
- Councillors
- Local community groups
- Key stakeholders were approached directly via email for comment

Local residents and businesses were asked to comment on all aspects of the LIP, including; the extent to which they felt the LIP reflected the key challenges and opportunities in the borough, the objectives of the LIP, the proposed programmes of investment and the proposed schemes and the LIP targets for the borough.

2.2 Number of responses

We received 218 responses:

- 218 individual online survey responses to some or all of the questions
- 8 email responses from key stakeholders

2.3 Equality information

Respondents were invited to respond to equality information questions on the online survey. These questions were not compulsory. The data provided shows that:

- The highest number of responses were grouped in the central age range, between 35 and 54. The highest response rate came from the 35–39 age range (22.02%), followed by 40-44 (16.06%), 50-54 (9.63%), and 45-49 (8.26%).
- 49.08% of respondents were female, 38.07% were male, 0.46% were other, and 12.38% didn't respond or preferred not to say.
- 66.97% of respondents consider themselves as white: British, 16.51% said white: Other, 4.13% come from mixed or multiple ethnic groups, 2.29% consider themselves Asian or Asian British, 1.83% come from Black African, Black Caribbean, Black British or any other Black background, and 11.47%, did not answer or preferred not to say.

- 65.6% of respondents consider themselves as heterosexual, 6.42% gay or lesbian, 1.38% bisexual and 18.81% preferred not to say.
- 74.77% of respondents said they did not have a disability, 8.26% said they did, whilst 16.97% preferred not to say or did not answer.
- 44.04% stated they had no religion, and 21.10% said they were Christian. 0.92% stated they were Sikh, 0.46% were Hindu, and 27.52% of respondents did not answer or preferred not to say.

3. RESPONSES

3.1 Data

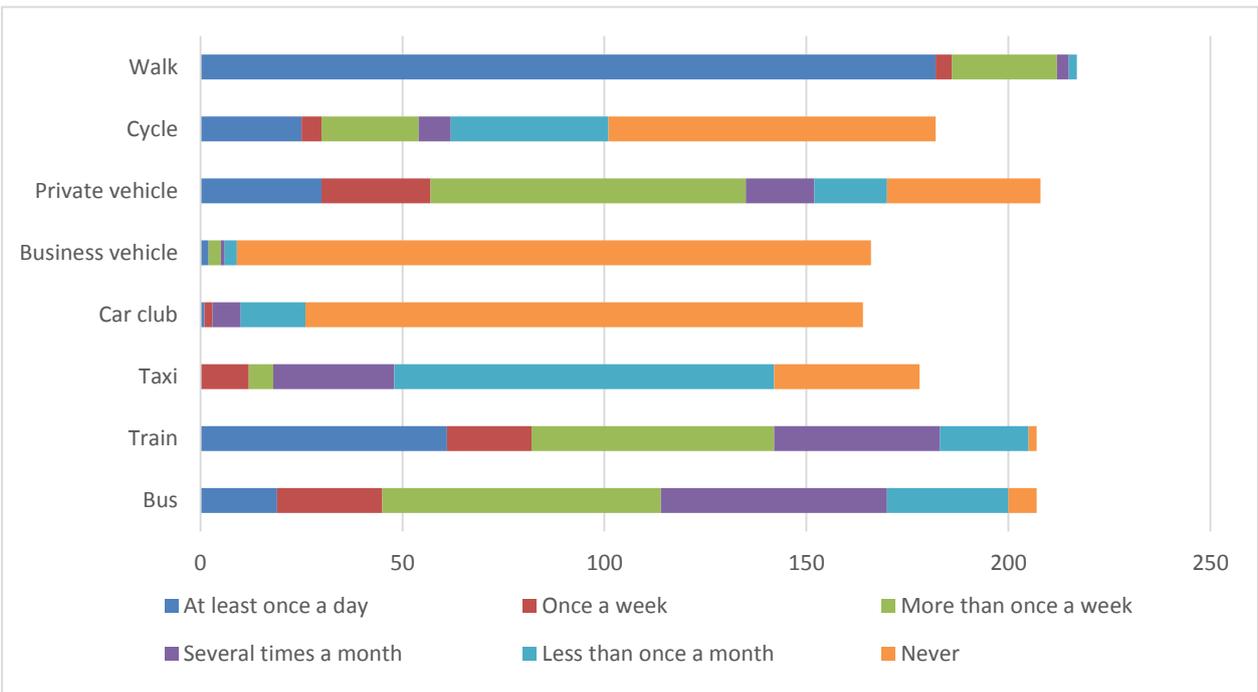
The online survey provides quantitative data for many aspects of the draft LIP. It also gave respondents the opportunity to provide additional qualitative responses to certain questions. Additional qualitative responses were collected from key stakeholders via email.

3.2 Online survey – Quantitative Data Summary

The following section provides a summary of the quantitative responses from closed questions in the survey. A full report of all questions and sub-questions is provided in Appendix A.

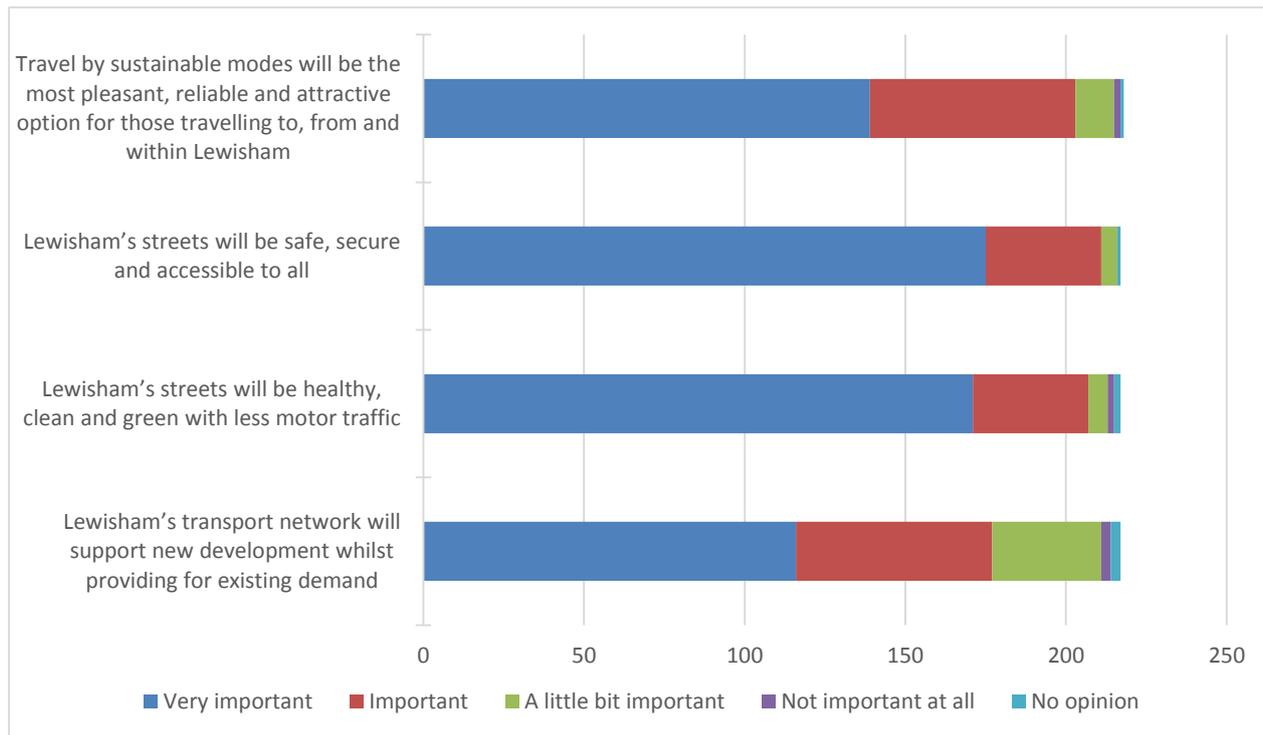
We received 218 responses to the online survey. The following section summarises the online respondents' current travel habits, and how they felt overall about the draft LIP and about specific proposals.

Please select how often you use each method of transport.



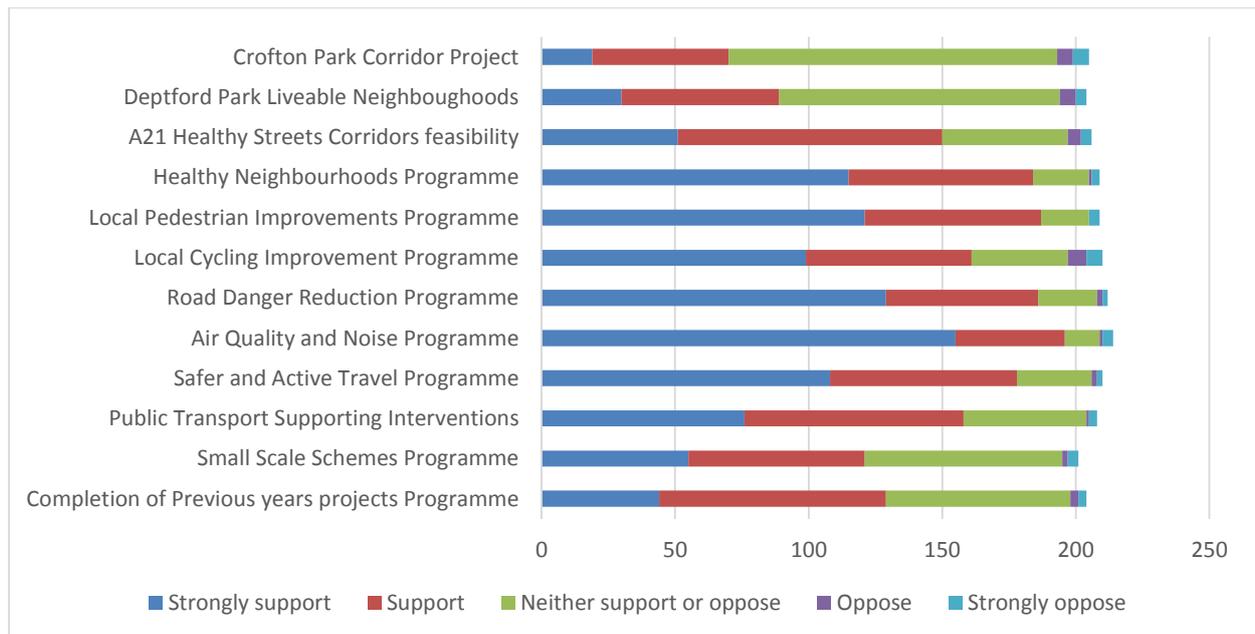
As illustrated above, 83.5% of respondents walk at least once a day, 31.7% of respondents use the bus more than once a week, and 27.5% use the train more than once a week. This shows people do use active transport options, but there are still 61.9% of respondents who continue to use a private vehicle either at least once a week, more than once a week or at least once a day.

How important do you consider each of these objectives to be?



Responses to this question indicated that for all four objectives, over 50% of respondents view them as being 'very important', with 96.8% of respondents viewing the objective of 'Lewisham's streets will be safe, secure and accessible to all' as important or very important. This suggests people are largely supportive of the objectives and view them as important for the borough.

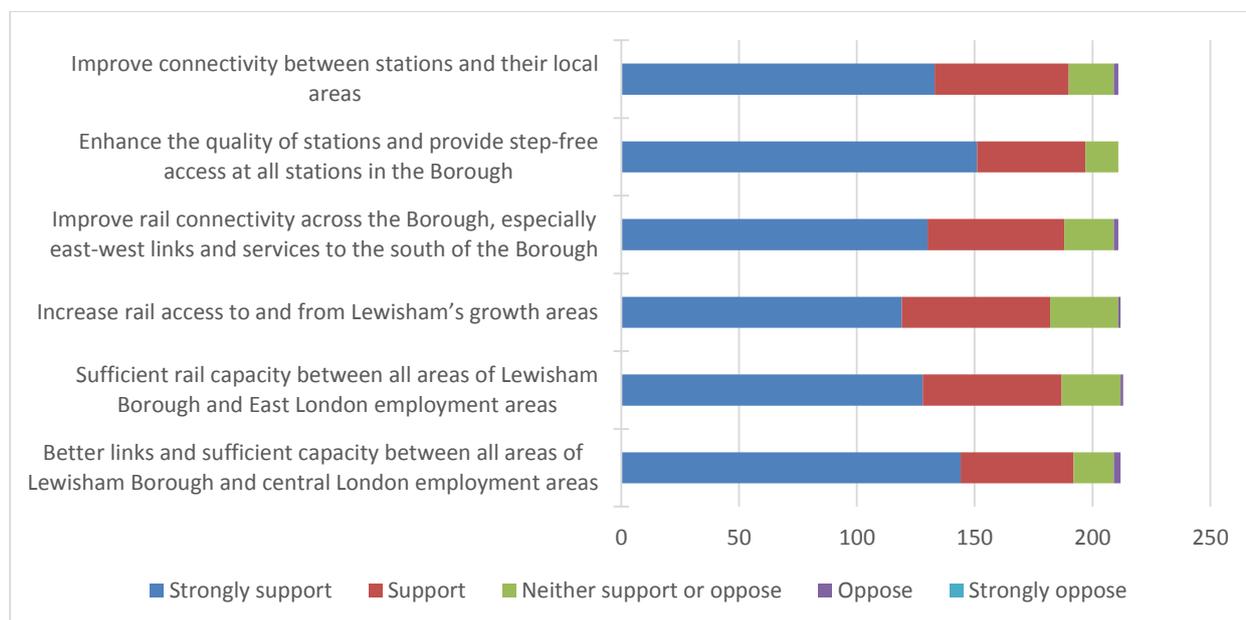
Do you support the individual projects within the programme?



This question showed the project with the highest level of support to be the 'Air Quality and Noise Programme' with 89.9% of people either supporting or strongly supporting the

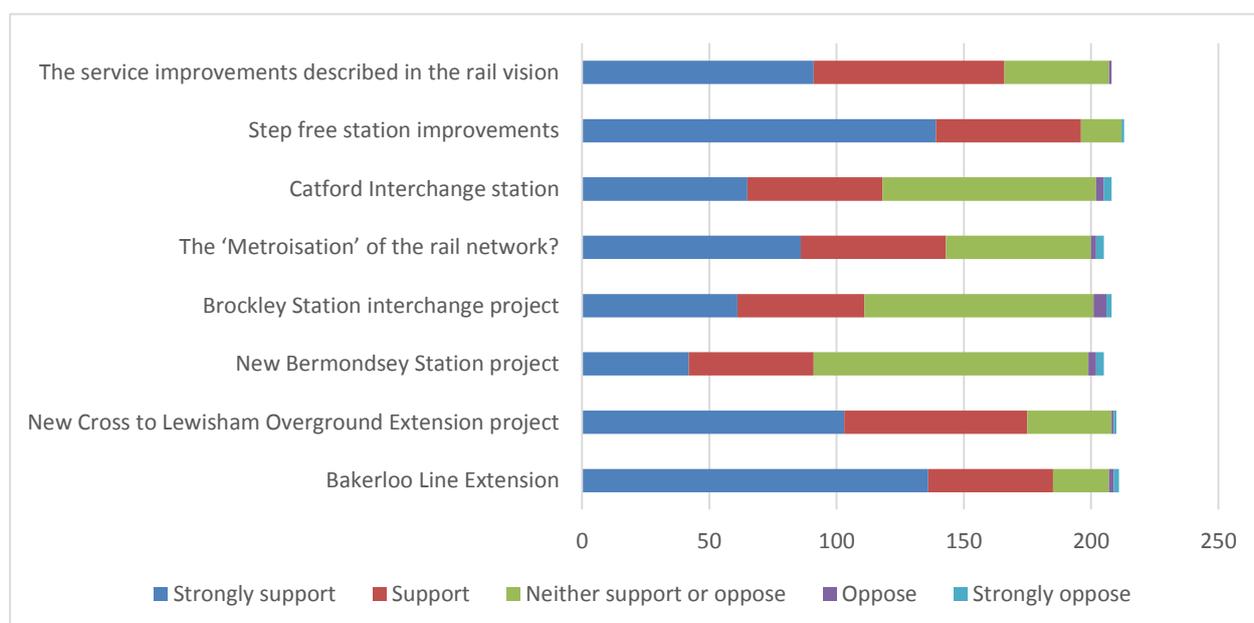
programme. Very few people oppose any of the projects, and the majority of projects have over 50% of respondents supporting or strongly supporting them

Do you support the goals of the Vision for Rail?



Responses to this question demonstrate that for all goals of the Vision for Rail, over 80% of respondents are either in strong support or support for all goals. The goal with the highest level of support was to 'enhance the quality of stations and provide step-free access at all stations in the Borough' at 90.4% in support or strong support of the goals.

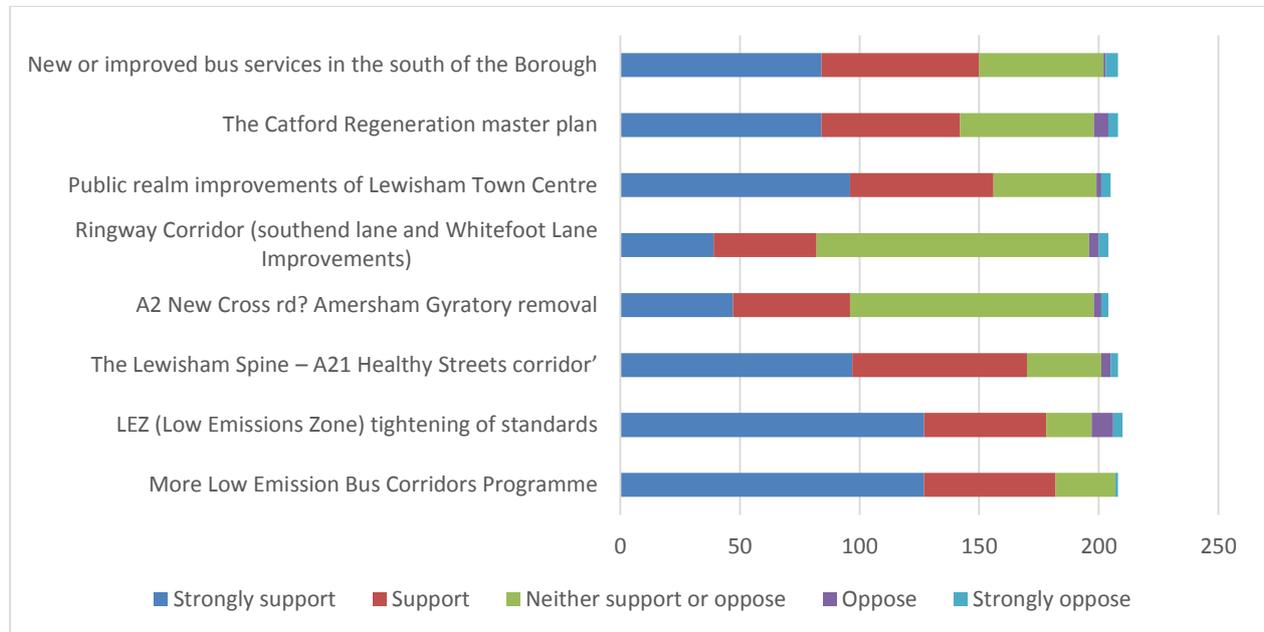
To what extent do you support the following schemes outlined in the vision?



Note: The online survey referred to 'Lewisham Interchange Station' as 'Catford Interchange Station' in error. However, the LIP Executive Summary and supporting materials for the consultation referred to the scheme as Lewisham Interchange and it is hoped that most respondents will have understood the correct scheme being referred to. The results for this scheme should however be considered with this in mind,

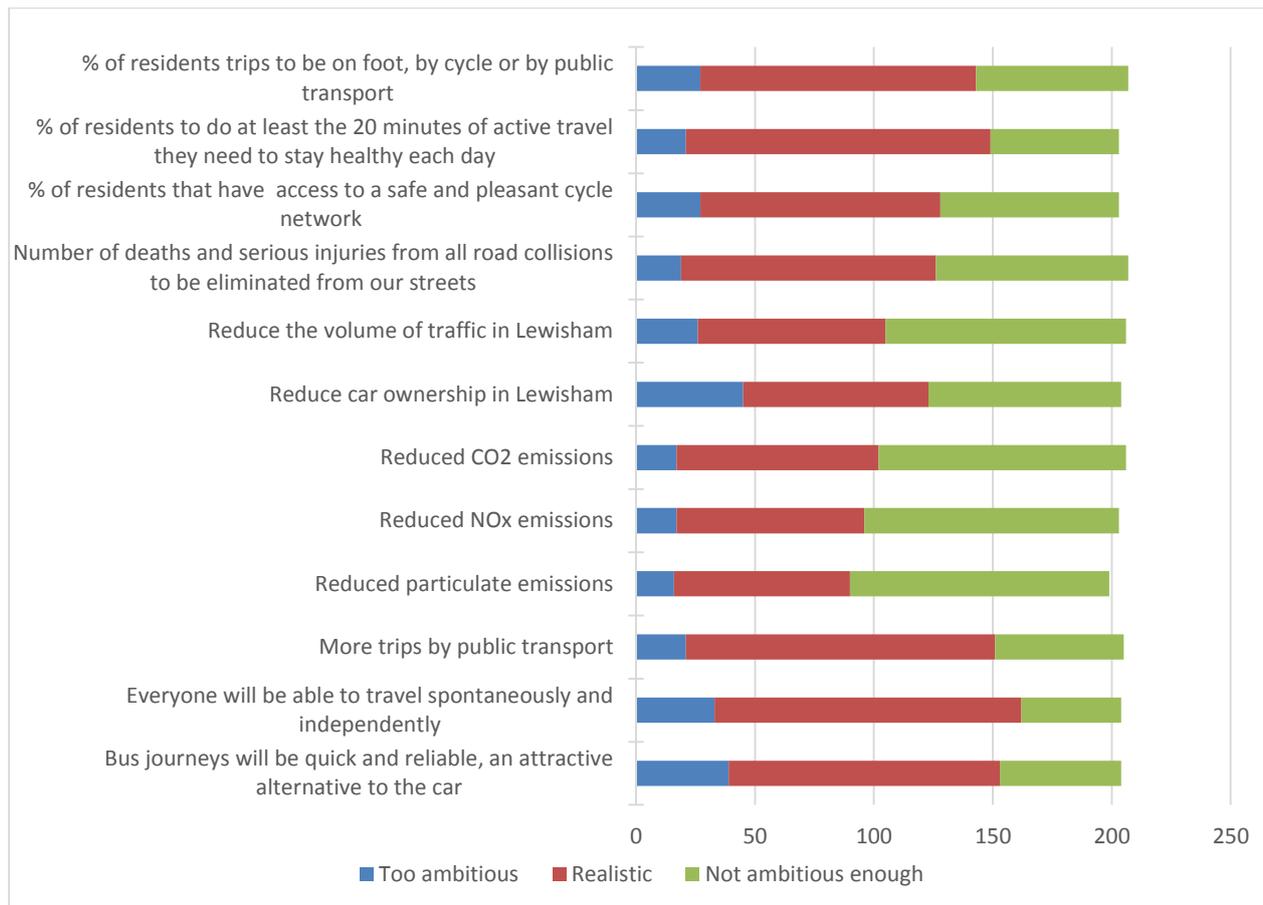
This question indicated that the schemes with the highest levels of support (support or strongly support), at 84.9% and 89.9% respectively, are the Bakerloo Line Extension and step free station improvements. In addition, none of the schemes have perceptible opposition.

Do you support the other schemes listed in the longer term Delivery Plan?



The above **Error! Reference source not found.** shows that although in some cases, there are large proportions of respondents who are neither in support or opposition of the schemes, many of the schemes do have over 50% support (support or strongly support). The schemes with the highest levels of support (support and strongly support) are 'More Low Emission Bus Corridors Programme' at 83.5%, and 'LEZ tightening of standards' at 81.7%.

Do you consider the targets to be sufficiently ambitious yet realistic?



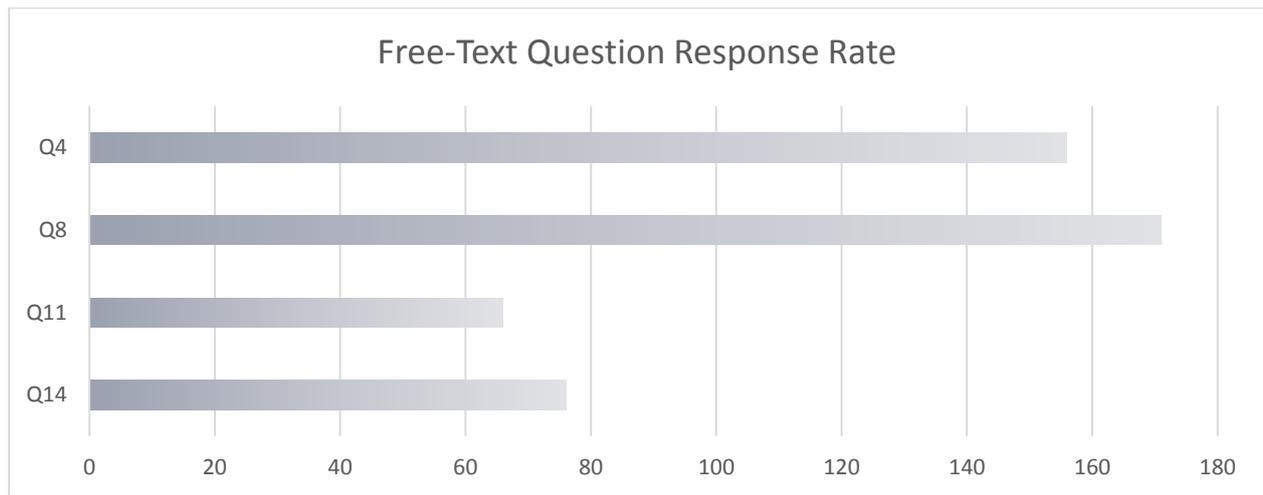
It is interesting to note that for a number of the targets, respondents selected the option of 'not ambitious enough', suggesting people may be willing to take more action than believed, and this can be seen in other responses above. The most divisive target was 'reduce car ownership in Lewisham', reflecting the changing attitudes towards cars at present.

3.3 Online survey – Qualitative Data Summary

Four of the online survey questions gave respondents the opportunity to provide more elaborative responses with free-text answers. These questions were as follows;

- Question 4: Are there any additional challenges and opportunities that should be included?
- Question 8: Please write the reasons why you would like to see a Healthy Neighbourhoods Programme implemented in your area
- Question 11: Do you think there are any objectives or schemes missing from Lewisham's Vision for Rail?
- Question 14: Do you have any other comments about the LIP?

The response rate of each of these questions varied, as shown below, with the highest response is received to the Healthy Neighbourhoods question (Question 8) indicating this topic generated the highest level of interest.



The sum of all free-text comments received was 469 in total. These comments have been read and the sentiment from them have been grouped into the recommendation comments on pages 21 to 27. All complete, unedited comments received are included in Appendix B to E for reference. Any site-specific comments will be reviewed as and when projects in a particular area come forward.

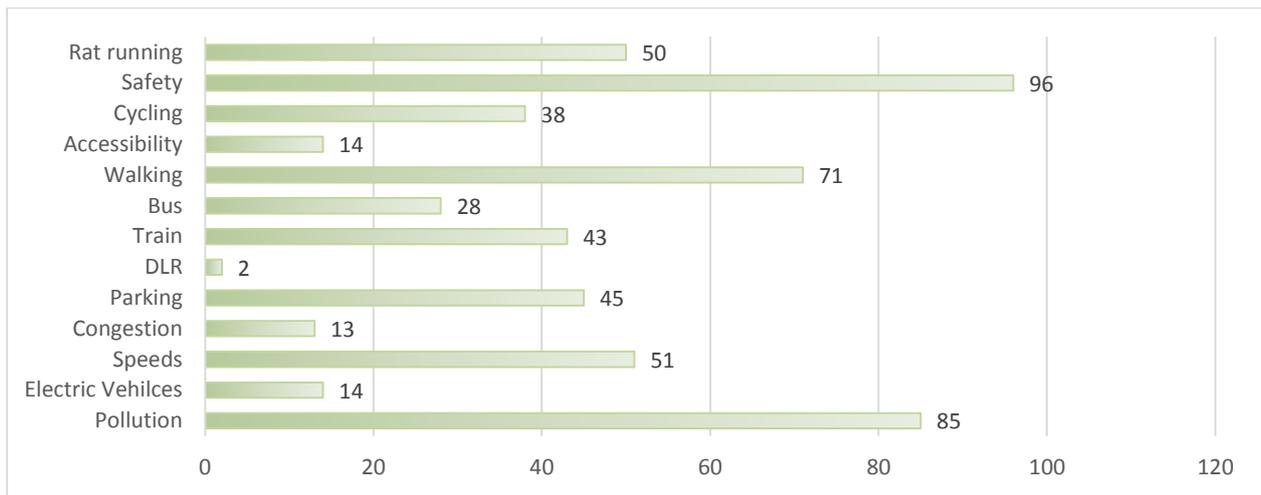
A high-level analysis of responses to each question was undertaken, picking out the frequency of which key themes were commented upon.

Question 4: Are there any additional challenges and opportunities that should be included?

This question had a high response rate of 72%. Words and phrases that related to safety, pollution, and walking recurred most commonly, suggesting that Lewisham's residents view these as primary challenges and areas for improvement.

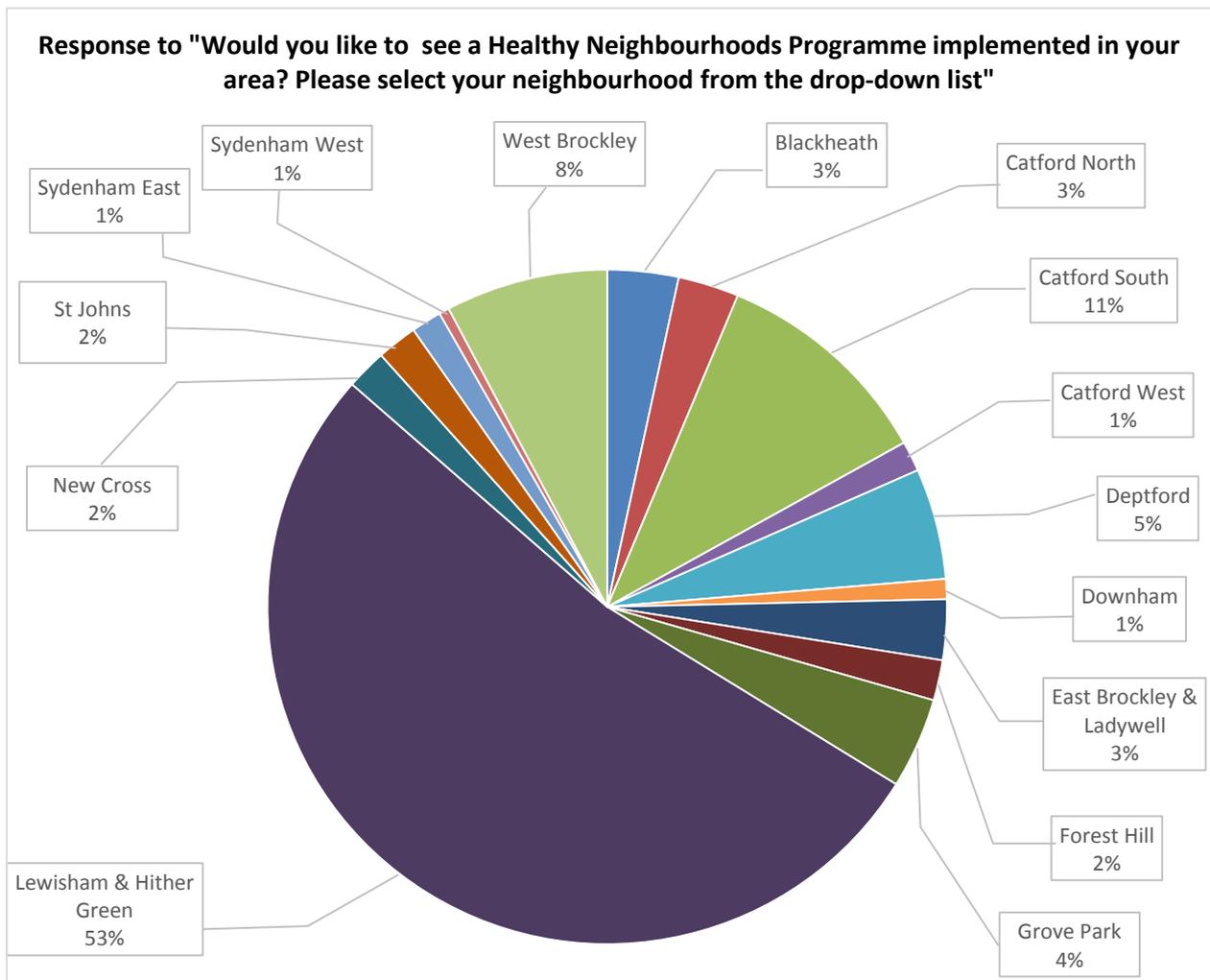
Many of the emerging themes below are interlinked, and residents commonly expressed concerns over high traffic volumes and rat-running leading to poor air quality and safety issues. Another common challenge raised was a general lack of effective commuter transport, both orbital and in the south of the borough.

The overwhelming majority of comments were in favour of improved active and public travel provision, with a focus on reducing traffic volumes.



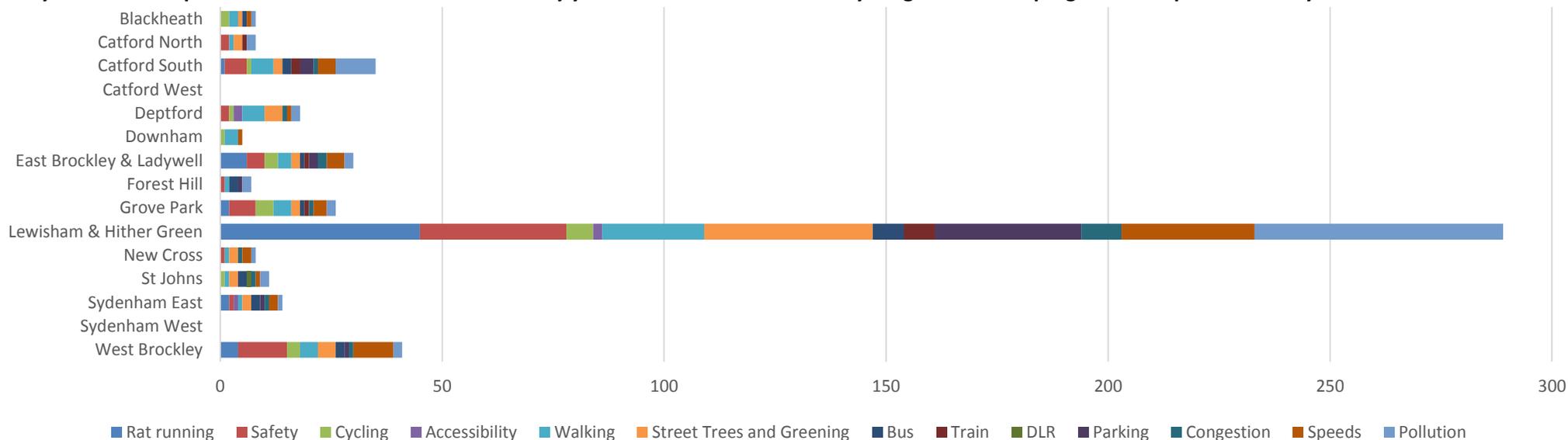
Question 8: Please write the reasons why you would like to see a Healthy Neighbourhoods Programme implemented in your area

This question had a very high response rate of 78%. Prior to this free-text question, respondents were asked to choose their neighbourhood from a drop-down list where they would like to see a Healthy Neighbourhoods Programme implemented. As can be seen below, the majority of respondents chose Lewisham and Hither Green.



The free-text question asked respondents to elaborate on why they would like a healthy neighbourhoods programme. The figure and table overleaf illustrates the most commonly emerging themes for each neighbourhood, based on key words under each theme. The neighbourhoods of Catford West and Sydenham West received no elaborating comments from respondents who chose them in the preceding drop-down question.

Key themes in responses to "Please write the reasons why you would like to see a Healthy Neighbourhoods programme implemented in your area"

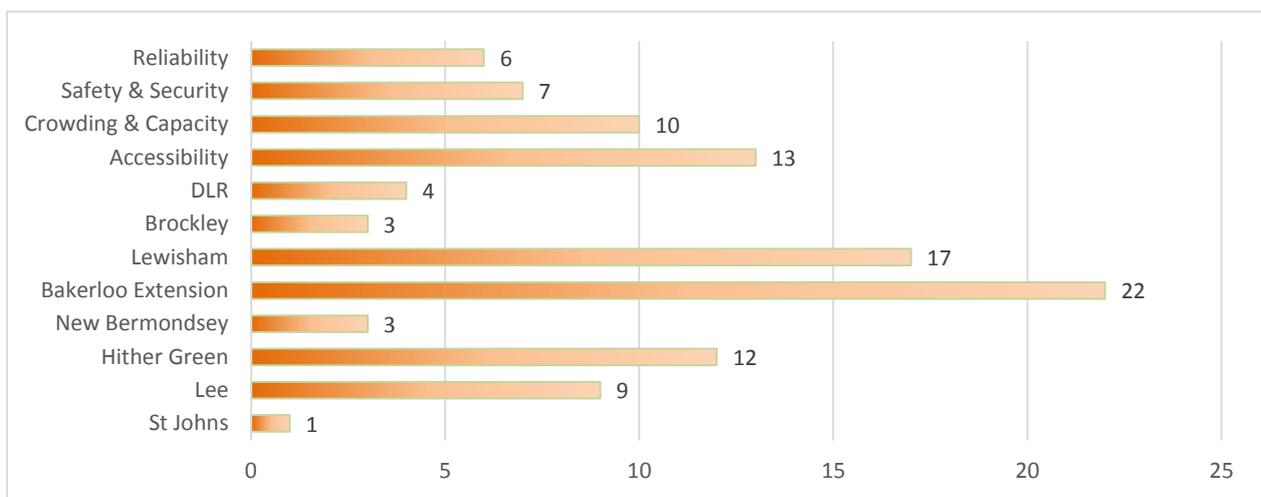


	Blackheath	Catford North	Catford South	Catford West	Deptford	Downham	East Brockley & Ladywell	Forest Hill	Grove Park	Lewisham & Hither Green	New Cross	St Johns	Sydenham East	Sydenham West	West Brockley
Rat running	0%	0%	3%	-	0%	0%	20%	0%	8%	16%	0%	0%	14%	-	10%
Safety	0%	25%	14%	-	11%	0%	13%	14%	23%	11%	13%	0%	7%	-	27%
Cycling	25%	0%	3%	-	6%	20%	10%	0%	15%	2%	0%	9%	0%	-	7%
Accessibility	0%	0%	0%	-	11%	0%	0%	0%	0%	1%	0%	0%	7%	-	0%
Walking	25%	13%	14%	-	28%	60%	10%	14%	15%	8%	13%	9%	7%	-	10%
Street Trees and Greening	13%	25%	6%	-	22%	0%	7%	0%	8%	13%	25%	18%	14%	-	10%
Bus	13%	0%	6%	-	0%	0%	3%	29%	4%	2%	0%	18%	14%	-	5%
Train	0%	13%	6%	-	0%	0%	3%	0%	4%	2%	0%	0%	0%	-	0%
DLR	0%	0%	0%	-	0%	0%	0%	0%	0%	0%	0%	9%	0%	-	0%
Parking	0%	0%	9%	-	0%	0%	7%	14%	0%	11%	0%	0%	7%	-	2%
Congestion	0%	0%	3%	-	6%	0%	7%	0%	4%	3%	13%	9%	7%	-	2%
Speeds	13%	0%	11%	-	6%	20%	13%	0%	12%	10%	25%	9%	14%	-	22%
Pollution	13%	25%	26%	-	11%	0%	7%	29%	8%	19%	13%	18%	7%	-	5%
	100%	100%	100%	-	100%	100%	100%	100%	100%	100%	100%	100%	100%	-	100%

The key themes emerging through from the Lewisham and Hither Green community relate to pollution, rat running, street trees and greening, safety and parking. These are similar to themes emerging in the other neighbourhoods, however the sample sizes for these areas are much smaller and would need more input to determine recurring concerns.

Question 11: Do you think there are any objectives or schemes missing from Lewisham's Vision for Rail?

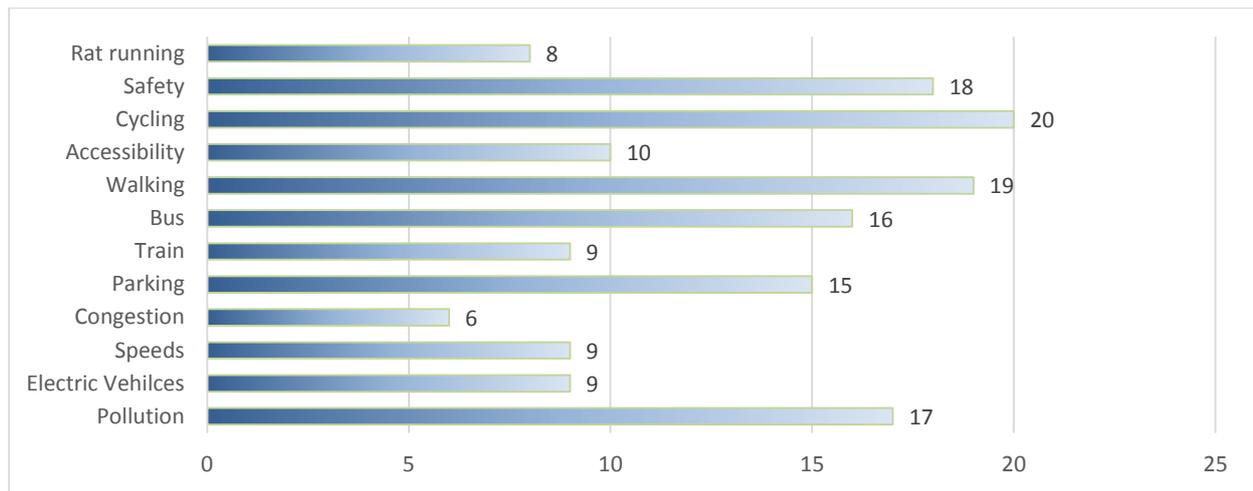
The response rate to this question was comparatively low, at 30%. Themes that were most regularly commented upon included the Bakerloo Line Extension, the areas of Lewisham and Hither Green, and station accessibility.



Respondents regularly commented on a desire to extend the Bakerloo Line Extension to the south of the borough including Catford, Hither Green. There was also a recurring call for improvements to access and capacity in Lee, and requirements for step-free access at Hither Green. Feedback also included the naming of the proposed New Bermondsey station, with the name felt as misleading; the alternative name of Surrey Canal was suggested.

Question 14: Do you have any other comments about the LIP?

This question received a response rate of 35%. Commented upon themes were relatively diverse, however comments on cycling and walking, safety, buses, parking and pollution came up most regularly.



General comments that were brought up repeatedly include;

- Addressing parking and air quality by schools
- Requests to investigate tunnelling the A205 South Circular
- There should be more focus on powered two wheelers
- Better access for people with buggies on buses and at train stations, and pavement parking causing obstructions
- More consideration of vulnerable pedestrians needed
- Calls for action on Drakefell Road to reduce traffic and improve safety and pedestrian environment
- Addressing commuter and pavement parking
- A need to plan ahead for autonomous vehicles
- Opinion that the LIP needs to be more ambitious and creative

Recurring responses

There was a total of 27 respondents who provided identical responses to questions 4 and 8. These responses were from prompted by the LiveLee action group, with residents from Lee Green and neighbouring areas responding. LiveLee provided a summary of the LIP document's consultation and impacts on the interests of the Lee area, and provided suggested responses to the survey which reflect what is felt as the residents' common interests.

This level of response comprises 12% of the total response rate to the survey, and indicates a strong desire from the Lee area for improvements to current issues with rat running, commuter parking and pollution.

It should be noted these recurring responses will have an impact on analyses of free-text questions above, with the popularity of themes potentially skewed towards the

repeated responses. However, it is also clear from the extent of the repeated responses that this is a primary concern amongst the borough's residents.

3.4 Emails

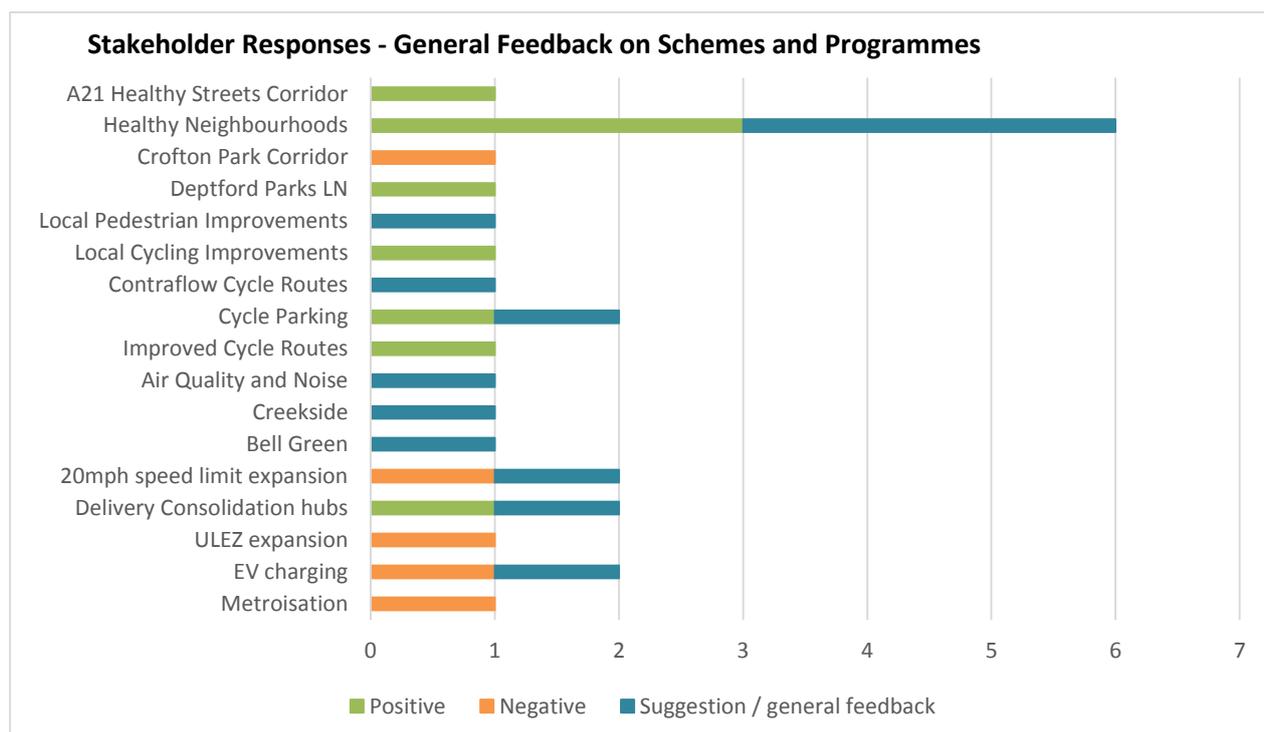
We received 8 emails (Appendix F) from the following key stakeholders regarding the proposals;

- Metropolitan Police
- Lewisham Cyclists
- London Borough of Lewisham Nature Conservation
- Freight Transport Association (FTA)
- Grove Park Neighbourhood Forum
- Drakefell Road Action Group
- Lewisham Living Streets
- Perry Vale Residents

The responses were generally detailed and well considered, commenting on many aspects of the LIP as well as offering suggestions for further considerations and schemes.

Comments that related to specific LIP schemes or programmes, and the LIP targets have been picked out and classified based on whether they were generally negative, positive or offering feedback or further suggestions.

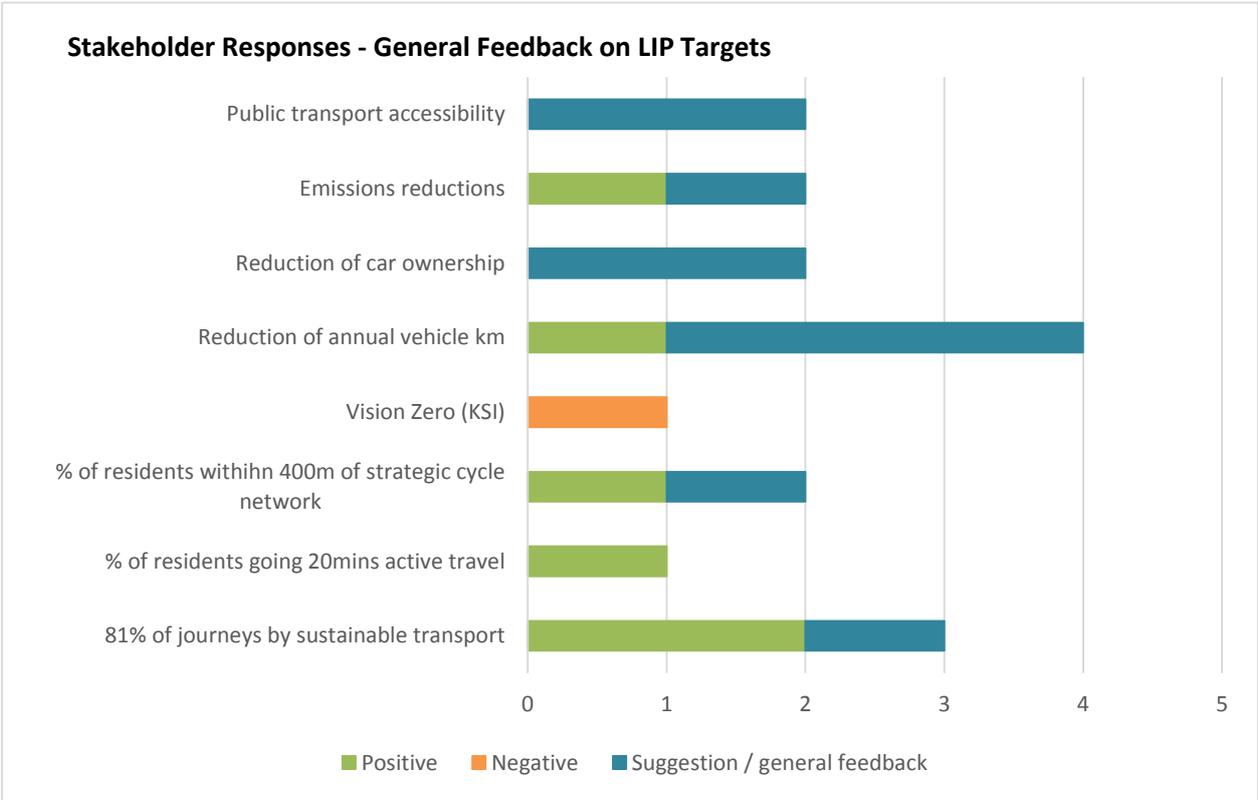
The figure below shows the general feedback received relating to schemes and programmes in the LIP.



As shown, comments on the whole were generally positive or offering further suggestions / feedback. The proposed Healthy Neighbourhoods scheme was commented upon most heavily, with comments generally positive or offering general feedback and suggestions.

The schemes in the LIP that received negative comments were relating to the Crofton Park Corridor scheme, the 20mph speed limit expansion, the borough's support for the Ultra Low Emission Zone (ULEZ) expansion, provision of electric vehicle (EV) charging points, and 'metroisation' of the borough's rail services.

The figure below shows the general feedback received relating to the LIP targets for the borough up to 2021 and 2041.



As shown, comments were generally positive or offering further suggestions / feedback. A negative comment was received relating to Vision Zero, offering the opinion that it omits to consider substantial parts of the pedestrian experience.

The targets for reductions in annual vehicle km, and increased sustainable transport mode share drew the most regular comments.

The above provides a general overview of comments relating to the contents of the draft LIP, however the feedback received was wide-ranging and specific to the interests and expertise of the individual stakeholders. A selection of the key points of each stakeholder response are therefore summarised below. The full responses are included in Appendix F.

Metropolitan Police

Supportive of the draft LIP; when the schemes are further progressed, they would comment in more detail with the input of Designing out Crime Officers.

Lewisham Cyclists

- Delivering the target for 19% of residents within 400m of the strategic cycle network by 2021 will require a step-change in delivery rate of Quietway-type developments.
- The existing LCN (London Cycle Network) routes should not be neglected and could be improved through better signing, maintenance and more effective joining up.
- The current proposals for the Crofton Park Corridor are unlikely to encourage cycling or reduce traffic. It requires to be linked to nearby Quietways and LCN routes.
- Extend improvements around Lewisham Shopping Centre to include bicycle access.

LBL Nature Conservation

- The existing Green Chain Walk Route was established over 30 years ago. It is a valuable resource and auditing and maintenance should not be neglected.

Freight Transport Association (FTA)

- The logistics industry is highly regulated already and further regulation (ULEZ / 20mph extension etc.) could cause higher operating costs, and negatively impact businesses and residents who depend on freight.
- The target to reduce car ownership will increase reliance on freight industry.
- HGVs are not optimal at 20mph and would negatively influence emissions.
- FTA does not support Lewisham's objections to the Silvertown Tunnel proposals.

Grove Park Neighbourhood Forum

- Suggested Grove Park Urban National Park project for inclusion in the LIP to provide sustainable transport links; the project includes thirty acres of cycle paths, footpaths, bridle paths and a reduction in air pollution.

Drakefell Road Action Group (DRAG)

- Drakefell Road is subject to problems with rat-running, high HGV movements, pavement parking and a traffic-dominated environment causing problems for all pedestrians.
- DRAG is very supportive of the Mayor's Healthy Streets agenda and is keen to work with the Council to create an exemplar scheme on the link, which provides an important walking and cycling link between Brockley and Nunhead stations.

- DRAG considers that the LIP document does not sufficiently articulate the Healthy Streets ambition or describe the opportunities to increase walking.
- The LIP need to consider autonomous vehicles and demand responsive transport.

Lewisham Living Streets

- EV charging infrastructure will need to keep up with increased ownership. Increased kerbside charging points will cause obstructions to pedestrians without careful planning.
- Lewisham Council should focus activities and funding on their own network where they have most power (not TLRN / public transport etc. where influence is limited).
- Prohibiting pavement parking needs to be enforced to end the practise borough-wide.
- Suggestion for a restructuring of certain funding programmes into one single fund to focus on creating low traffic neighbourhoods across the whole borough.
- Preference for borough-wide initiatives to encourage walking and cycling rather than the more expensive and less effective specific-site projects.
- Would like emphasis on improving the pedestrian experience in all schemes of the Delivery Plan.
- The reduction of annual vehicle km target for 2021 is not realistic with the schemes in the three-year Delivery Plan, and the 2041 target is dependent on public transport improvements over which the Council has limited control.
- Future schemes will need to take into account vulnerable pedestrians, particularly those who are young or who are mobility impaired.
- The Vision Zero focus on KSI data omits a substantial part of the experiences and anticipations of pedestrians. It is also important to be aware of the impact of 'lesser' injuries that are not classified as 'serious'.

Perry Vale Residents

- It is suggested that the Perry Vale Labour Party motion to improve access to green spaces contributes towards the LIP.
- This includes a call for Lewisham to demonstrate a commitment to the London National Park City, through measures including a borough-wide review of pedestrian routes between residential areas and their local green spaces, and carrying out a borough-wide review of cycle routes and paths with a view to creating more quiet routes.

3.5 Sustainable Development Select Committee

The Sustainable Development Select Committee considered the Draft LIP3 and provided the following comments;

- Councillors wanted to see more reference to air quality when describing the benefits of individual schemes.
- A Councillor raised the issue that there was no proposed cycle route on the south circular.
- A Councillor spoke about the targets set by TfL for Lewisham under the 9 objectives, and considered that the air quality targets were not ambitious enough.

3.6 TfL Feedback

The draft Lewisham LIP3 was submitted to TfL in October 2018, and formal feedback was received from them on the 7th December (see Appendix G).

The comments received were relatively minor in nature, and focussed on Chapter 2 of the draft LIP3. To the comments are summarised as follows;

- The LIP clearly sets out how Lewisham's aspirations and objectives align with those contained in the MTS
- The short and long term goals included within the LIP are consistent with the aims of the MTS and give confidence that the 'good growth' principles will be applied in opportunity areas and new developments.
- The delivery plan sets out schemes that encourage active travel through changing travel behaviour at a local level and implementing measures that will help address the uneven public transport provision across the borough.
- As per previous feedback provided, to ensure further confidence that the final LIP will be approved by the Mayor in February more detail could be included from the City Planner tool, for example the borough activity level map with commentary and the step free access map.
- The collision analysis included is excellent, however further detail on measures that relate to crime reduction in the borough would also be useful.

Specific comments pertaining to actions for the LIP document are detailed further in Chapter 4.

4. RECOMMENDATIONS

4.1 Consultation feedback summary

The following summarises feedback to the draft LIP3 from the various consultees:

What you said	What we are doing
	Online Survey
Need to address parking and air pollution, particularly around schools	The 'Air Quality and Noise', and 'Healthy Neighbourhoods' Programmes will look at this. The Healthy Neighbourhoods programme in particular will provide a focus on schools through Healthy Schools and School SuperZones initiatives. As the programmes in the LIP3 progress, specific areas will be targeted and prioritised based on need and local demand.
Opportunity for Lewisham to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.	This opportunity has been identified in the LIP3 document and the Healthy Neighbourhoods programme is geared towards exploiting this opportunity through a network of neighbourhood 'cells'.
Need to address rat-running, with particular demand from the Lee and Drakefell Road residents	The LIP aims to target rat-running through its Healthy Neighbourhoods programme, by encouraging more active travel and traffic reduction and point closures. Specific locations will be informed by further assessment and local need.
There should be more focus on powered two wheelers	The needs of powered two-wheelers have been considered as a priority under the LIP's road safety strategy, highlighting the importance of balancing the needs of all road users.
Requests to investigate tunnelling the A205 South Circular	This is part of the Transport for London Road Network (TLRN) and falls outside of the Council's direct control. . Based on the overarching aim of the new MTS, to reduce road traffic and increase sustainable travel, mode share, the Council does consider it unlikely that TfL will progress this option which would be a costly

investment for vehicle infrastructure with minor benefit to other modes, as the surface level route would need to remain open to accommodate local traffic.

Better access for people with buggies on buses and at train stations, and pavement parking causing obstructions

One of the goals of Lewisham's Vision for Rail is to provide step-free access to all stations in the borough.

The Council does not have control over on-board spaces for buggies and wheelchairs, but the Council does aim to bring all bus stops up to TfL accessible standards as part of the LIP, and will work with bus providers to maximise frequency and route optimisation to improve issues of crowding. The LIP identifies the Council's aim to increase controlled parking zones (CPZ) within the borough where supported by local residents, including addressing pavement parking issues.

More consideration of vulnerable pedestrians needed

The 'Local Pedestrian Improvements' Programme included in the LIP aims to focus on improving accessibility for vulnerable users and those with mobility issues, through ensuring dropped kerbs and tactile paving are provided where needed focussing around links to public transport.

Calls for action on Drakefell Road to reduce traffic and improve safety and pedestrian environment

The Healthy Neighbourhoods Programme would go towards addressing many of the local residents' concerns in this area, and as the programme progresses, the Council will examine traffic reductions measures within schemes

Addressing commuter and pavement parking

The LIP identifies the Council's aim to increase controlled parking zones (CPZ) within the borough, and these will be brought forward through assessment of need and consultation with residents.

The LIP needs to plan ahead for autonomous vehicles

It is unclear as to how fast vehicle autonomy will progress over the life of this LIP. Lewisham officers will continue to monitor progress of pilot projects

Stakeholder Emails

The Crofton Park Corridor requires more work to encourage cycling, particularly linking to nearby Quietways and LCN routes.

The Crofton Park project is being reviewed prior to the next phase in order to ensure alignment with this new LIP and the healthy streets approach

The proposed improvements around the Lewisham Shopping Centre should include cycling improvements.

This will be examined as the scheme progresses, and any identified interventions will be implemented through the 'Local Cycling Improvements' programme.

The existing Green Chain Walk Route should be maintained through auditing and maintenance.

Support will be offered to walking and cycling routes such as The Green Chain Walk to understand its condition and strategic role under this new LIP and the healthy streets approach

The ULEZ and 20mph expansion could cause higher operating costs in the freight industry and impact local businesses.

The Council acknowledges this concern, and will work with TfL to fully consider the impacts and explore mitigation as these proposals progress.

HGVs are not optimal at 20mph and would negatively influence emissions

This is noted, however the Council expects that coupled with the LIP measures for reduction in private vehicle use, the disbenefits to HGV emissions will be offset. Further to this, it is anticipated that Freight Transport vehicle stock will gradually adapt to comprise low emission vehicles and so emissions levels in the freight industry will improve on a gradual basis.

Grove Park Urban National Park project suggested for inclusion in the LIP

The Council recognises the benefits of this scheme, and as the LIP delivery programme progresses, it will explore opportunities to include elements of the scheme in appropriate programmes.

The LIP document does not sufficiently articulate the Healthy Streets ambition or describe the opportunities to increase walking.

The Healthy Streets ambition is referred to within the LIP, which is outlined in full within the MTS. TfL have discouraged boroughs from repeating text within the LIP that can be found elsewhere, in favour of providing a clear and succinct document. The LIP has taken on board the Healthy Streets approach in several of its programmes, most notably the Healthy Neighbourhoods programme and the Council feels

that the Lip has fully considered the opportunities for walking through use of TfL's City Planner data, Census data, and analysis of potential barriers to walking. This will be continued on an ongoing basis as the LIP Delivery Plan progresses.

The LIP need to consider autonomous vehicles and demand responsive transport.

It is unclear as to how fast vehicle autonomy will progress over the life of this LIP. Lewisham officers will continue to monitor progress of pilot projects. Demand responsive transport has a role to play in an ambitious city that is seeking to reduce car ownership and use. Lewisham officers will continue to review options to enhance the transport options in the borough in line with progress against the LIP outcomes

EV charging infrastructure will need to keep up with increased ownership. Increased kerbside charging points will cause obstructions to pedestrians without careful planning.

Keeping up with EV charging demand is recognised as a necessity by the Council, and there is a commitment within the LIP to expand EV charging points.

The Council recognises the importance of preserving minimum footway clearances for all users and will be mindful of this going forward.

Prohibiting pavement parking needs to be enforced to end the practise borough-wide.

The LIP identifies the Council's aim to increase controlled parking zones (CPZ) within the borough. These will address pavement parking through formalised bays and will be brought forward through assessment of need and consultation with residents.

The following LIP funding programmes should be restructured into one single fund;

- Healthy Neighbourhoods
- Local Pedestrian Improvements
- Local Cycling Improvements
- Road Danger Reduction
- Air Quality and Noise
- Safer and Active Travel

It is felt that whilst the direct expenditure on cycling improvements is welcome, direct

A main focus of the LIP is to balance the needs of all road uses, particularly those that fit with the Healthy Streets approach. As such the Council wishes to avoid favouring one mode above all others, whilst recognising the massive importance of improving and encouraging walking within the borough.

Each of the funding programmes listed contain some element of pedestrian improvement, and the intention of keeping them separate is to guide funding in a holistic sense to improve Lewisham's environment from all perspectives.

pedestrian improvement is significantly disproportionately low and needs considerable increase.

This single fund should mostly be spent on creating low traffic neighbourhoods across the whole borough with emphasis placed on improving main roads.

Preference for borough-wide initiatives to encourage walking and cycling rather than the more expensive and less effective specific-site projects.

The Council recognises that the quality of transport provision varies across the borough, and it considers that it is important that the underserved portions of the borough are targeted for improvement.

However, it is acknowledged that smaller, wider-scale schemes are also beneficial and this is something that the LIP's Healthy Neighbourhoods programme aims to achieve, creating schemes using small-scale improvements over a wider geographical area.

The reduction of annual vehicle km target for 2021 is not realistic with the schemes in the three-year Delivery Plan, and the 2041 target is dependent on public transport improvements over which the Council has limited control.

The Council recognises that collaboration with neighbouring boroughs, TfL and public transport providers is essential in achieving these targets, and intends to engage with these key stakeholders through all stages of the LIP to maximise the borough's progress towards achieving the targets.

Future schemes will need to take into account vulnerable pedestrians, particularly those who are young or who are mobility impaired.

This is noted, and the Council will be mindful of its LIP objectives when implementing all proposed schemes, particularly;

Lewisham's streets will be safe, secure and accessible to all

The Vision Zero focus on KSI data omits a substantial part of the experiences and anticipations of pedestrians. It is also important to be aware of the impact of 'lesser' injuries that are not classified as 'serious'.

Vision Zero is intended to provide a target and measure to aspire to. This does not mean that lesser injuries will be disregarded, and the new approach of 'Road Danger Reduction' provides a fundamental shift in targeting the cause of accidents at-source, prioritising the needs of pedestrians, cyclists and public transport users.

Lewisham should demonstrate a commitment to the London National Park City, through measures including a borough-wide review of pedestrian routes between residential areas and their local green spaces, and carrying out a borough-wide review of cycle routes and paths with a view to creating more quiet routes.

The LIP identifies which new cycle routes will need to be implemented on a borough-wide scale to achieve the borough's target of increasing the percentage of residents living within 400m of the strategic cycle network.

The Council recognises the importance of linking pedestrian areas to green spaces, and this is reflected in the 'clean and green' aspirations of the LIP. As the Delivery Plan progresses, opportunities for implementing parklets and creating linear parks will be explored. The LIP also identifies the Borough's aspiration to improve walking and cycling links to Beckenham Palace Park.

Sustainable Transport Select Committee

The issue that there is no proposed cycle route on the South Circular was raised.

The Council has an aspiration to provide a cycle route along the South Circular, and this aspiration will be noted within the LIP. However, it is also acknowledged that there are several challenges associated with this option, in particular, creating enough space for a continuous cycle link without conflicting with the road's use as a key distributor for both car and freight transport.

TfL Recommendations

Outcome 1 – Use the borough activity level map from the City Planner Tool. Then provide brief commentary.

Noted – this will be incorporated.

Outcome 2 – Make reference to reducing crime.

The draft LIP makes reference to improving perceptions of security in the borough, and 'designing out crime' through improved lighting, accessibility and dealing with vandalism.

Outcome 3 – There is no map of traffic flows or car ownership in the borough. You might want to consider including some – possibly moving figure 9 and analysis from the local context section to here.

The revised LIP will make better reference to figure 9 and analysis within Outcome 3, and include a plan depicting car ownership.

Outcome 4 – Add the NOx, PM and CO2 maps from City Planner tool. That will allow a geographical discussion.

Noted. The City Planner Tool only has data for NO2 and PM10 levels. London Atmospheric Emissions Inventory (LAEI) maps will be incorporated for NOx, PM_{2.5} and PM₁₀ concentrations.

Outcome 5 – The BLE scheme might better sit under outcomes 8 and 9.

Noted – cross references will be added.

Outcome 6 – It would be worth including the step-free vs full network map from City Planner tool.

Noted – this will be incorporated.

There could be a much stronger emphasis on measures to reduce car dependency and to apply demand restraint particularly focused on car parking in new developments and supporting measures such as CPZs.

Noted – this will be added.

We will issue a revised set of borough trajectories for Outcome 2 and Vision Zero and need boroughs to update their targets to reflect these new trajectories in their final LIP for 2022 and 2030 (2041 is unchanged at 0).

Noted

The borough is also asked to include text in the final LIP under Outcome 2 explaining the reasoning for the change in trajectories and targets (exact text is provided in Appendix G).

Noted – this will be added

Appendix A
Online Survey – Summary Report

Appendix B
Online Survey – Question 4 Responses

Q4: Are there any additional challenges and opportunities that should be included?

Full, unedited responses from respondents:

The challenge in Grove Park centre is to bring together landlords of shops and other premises including Network Rail and SE Rail to improve the quality of the services/shopping environment including aesthetics.

Inadequate funding/investment availability

Increase frequency of 346 bus.

Introduce pedestrian lights between Horniman Museum bus stop across Sth Circular to Sydenham Rise side

Introduce speed reduction measures along Sydenham Rise SE23

Remove road building waste along Sydenham Rise beside the park, and make a surfaced path suitable for all weathers

Cycle paths are not clearly marked

Too many cycle paths sharing pedestrian ways

Cars are speeding through the borough (despite the 20 mile limit in most areas) and hassle car drivers who try to stick to the maximum speed.

When building work occurs, the road and pedestrian ways become interlinked and extremely dangerous. This does not seem to bother Lewisham Council when I have reported bad driving/dangerous parking near ongoing building developments.

Charging points for electric vehicles. Where are they?

How can any take the council attitude seriously when I find out a new school building is being built in an area which permanently breaks EU guidelines for Nitrous Oxide pollution.

Monitor and reduce traffic flow and speed in residential areas, such as Lausanne Road, SE15. There is a growing amount of industrial and large vehicles driving along this road at a fast pace, causing both a danger and noise disturbance to the local residents. The road needs work to smooth out, hence reducing the noise, the large vehicles need restricting (i.e. with a width restricter such as Drakefell Road, and most importantly the speed on this road needs to be monitored.)

Needs more cycle lanes and safer roads for us to feel safer walking along side. No one enforces the 20 mph and Le May junction with Baring road constantly people drive on the wrong side during rush hour.

A20 as a subsidiary to the A2 carries far too much traffic, especially international/long distance coaches and hgvs. Much of the vehicular traffic during rush hour is single occupation transport especially trade vans. A20 suffers excess traffic whenever A2 and or South Circular have traffic issues. The result is a poor quality neighbourhood experience along the entire length of the A20 from Eltham Road lights all the way into Lewisham. The road is also subject to significant speeding by two wheeled vehicles especially from the Lee Green crossing towards Lewisham. Too much traffic passing through Lewisham is non local - from further parts of south east London and Kent, much of which should be constrained to A2/Blackwell Tunnel or South Circular.

Public transport can be strenghten so people do not need to use their cars. Also, more tax on second cars , plus bicycles must be more respected on roads! hardly any space to pass with your bike, on top bus drivers are the most dangerous towards us. You try to pass, they see you then accelarate upon....like you have a hidden motor somewhere!!

Awareness of the air quality can be achieved by putting up posters around, people must be alerted not to use their cars for all their journeys

Much better road surfaces along cycle tracks. Access to Hither Green train station. Reducing traffic on the South Circular. People driving to Hither Green station from further out and parking in residential streets (more parking permits!). Also, more disabled parking spaces near the staion and shops.

Improve QUALITY of rail service system and refurbishment of rail stations infrastructure

How to counter the tendency of traffic apps like Waze, to send commuters into residential streets, if it saves a few seconds, regardless of health and well-being problems caused to residents.

Parking around schools - should be banned

Parking on the footway - absurd this is encouraged by LBL painig dashed lines on the footway.

Dealing with safety and air quality issues for children journeying along routes to schools; demonstrating compliance with the London Mayor' Air Quality Strategy by avoiding entrances off major roads, ie an opportunity has just been missed by Planning Committee B on 11 October 2018 in approving extension proposals for Ashmead Primary School with an access off Lewisham Way despite evidence indicating high roadside pollution levels and pavement congestion alongside the A20. The recent death of Ella Kissi-Debra of Brownhill Road links asthma problems to road pollution graphically in the borough. Positive reassurance studies are needed to show how impacts can be minimised.

No mention of poor access to trains at Crofton Park northbound. This all but prevents anyone with many physical disabilities from getting onto/off trains.

No mention of whether electric vehicle charging facilities will be on road or on pavement.

No mention of any general cycle parking facilities (i.e. stands at Bellingham station).

No mention of electric assisted bicycles

No mention of enforcement of 20 mph

Crofton Park scheme will deliver very little to encourage more walking and cycling trips. Mention of reviewing schemes should be looked at.

Local residents should be included in any school travel planning projects

A review of all legal pavement parking should be done with a review of areas with narrow pavements due to pavement parking.

Page 24 - does no one travel to/from the City of London?

Road resurfacing should look to create better streets rather than just resurface as existing. EG narrow carriageway to create segregated cycle tracks - Stondon Park a idea example.

As an organisation we do not agree with many aspects of the Mayor's Transport Strategy and hence we do not agree with many elements of the LIP. Enforcing modal shift is not what the public want and you should not be dictating how people choose to travel, whether you think it is for their own good in improving health or not.

We suggest that you should be looking at how to improve the road network to reduce congestion and hence air pollution, not making it worse by closing streets to vehicles and other similar measures. There should be reference to the failing service provided by southeaster which get steadily worse. There should also be reference to the levels of pollution which deter people from walking near main roads.

For an inner-London borough Lewisham remains sadly car-orientated.

Specifically:

The cycling infrastructure is virtually non-existent and where it does exist cars always seem to come first.

Allowing cars to park on pavements is appalling. I cannot think of a worse signal to send out to people about your priorities and how much about pedestrians. It also often pavements unusable for people in wheelchairs.

There is zero enforcement of traffic. parking, etc.

The lack of parking restrictions in many places mean much of the borough functions as a car park for commuters from further out.

The borough barely seems to acknowledge road users who are not in cars.

Why in question 1 is Motorcycles or powered two wheelers not offered as a choice when asking us to fill in "how often to use each method of Transport"? PTWs are the answer to both easing congestion and pollution so why are they not included in this so called consultation? They are the least pollutant vehicle on the roads yet are ignored in these consultations why?

air quality - can you extend the low emission bus zone to bell green? and, in addressing private car use, you seem to fall back on the ULEZ as the only constraint on lorries and vans.

Clean Air

More controlled crossings . Better use of bus routes.

I think there should be something specifically on pedestrian safety. It's incredibly difficult to get around the borough on foot in places e.g. the junction with Torridon Rd and the South Circular.

Remove the gyratories; increase capacity and frequency of southeastern trains through Hither Green. Improve the platform infrastructure at Hither Green Station and make it step free. Resurface Road and pavements on Torridon Road (particularly the lower end), prevent commuters parking on lower end of Torridon Road. Lack of crossing at junction of Torridon Road/Brownhill Road.

No mention of step free access for Hither Green, Catford and Bellingham train stations

Parking on all roads should be residents only for at least a short period of the day in order to reduce the number of people who are not living/working within the borough from dropping cars in the morning and taking the train into London, reducing access to parking on our roads and causing further congestion in the train stations

There seems to be no culture of cars stopping at pedestrian crossings in Lewisham, even when you are half way across the road. The two lane pedestrian crossing by rushy green aldi is deadly, if a bus has stopped for you in the bus lane, the other lane of traffic can't see you and that you're the reason the bus has stopped. I've nearly gotten hit there a couple of times.

Consider putting in a drop-down point to the kerb on the corner of Springbank Road by the start of the footpath to Hither Green Station and Maynard Cottages. The existing kerb is quite high here and makes it difficult for people with heavy wheeled luggage or pushchairs. This is a natural crossing point for people leaving the station, as they can look both ways for on-coming traffic (which can often be quite fast moving). The kerb opposite on the inside corner is already quite low, so only the outer one is a problem.

Road safety at junctions such as Brownhill and Torridon Roads

Lift at Hither Green Station

Clean up shops and dwellings on Springbank Road

accessibility; dangerous granite surface in wet at dlr

Poor cycling infrastructure needs to be improved.

A masterplan for Evelyn Ward is needed to fully develop a North Lewisham local plan and Transport strategy, taking into account shared borders of Greenwich and Southwark and the impact of their regeneration and redevelopments alongside Evelyn Wards 10,000 + redevelopments.

Evelyn has limited public transport infrastructure for the current level of population density-

Evelyn Ward is served by A200 which is severely congested and will become further congested as 10,000 homes are built Construction vehicles will be entering Pepys Estate for the next 15 years via A200, and following that, will be a need for access for the services for 10,000 homes- vehicles for bin collection, deliveries, emergency services, for homes, and retail units-

Add to this Southwark and Greenwich redevelopments which use the same roads and public transport this is a serious situation and needs an holistic Evelyn Ward Masterplan in conjunction with the Canada Water Masterplan and a Greenwich one if there is such a Masterplan:

The CS4 has many flaws along the A2 removal of bus lanes bus stops, will impact on Public transport for 10,000 new homes at Evelyn and the border redevelopments-local community intelligence is key to its success 10,000 new homes Will see 25-30k new residents-

River transport is under utilised and would benefit from a substantial River transport infrastructure review -

Rail transport should be considered Evelyn residents use Surrey Quays And Canada Water which are over capacity now what is the plan for our residents to get around -Evelyn Ward Masterplan

Improving roads to control speeding

The fact that parking has been prioritised over walking, to the extent that many pavements in the borough are unusable by pedestrians.

The fact that many roads are not wide enough for two-way traffic with cars parked on both sides.

The fact that many residents have nowhere to store bicycles, due to planning laws preventing cycle storage in front gardens (which the planning department has the freedom to allow, but does not) and lack of provision of secure, sheltered public cycle storage such as cycle hangars.

The public perception of cycling as a dangerous activity, rather than one with multiple health and economic benefits.

More space for car clubs

Installation of proper cycle ways

Pollution on trunk roads not tackled

Hither Green train station can get quite crowded between 8am and 8:20am - making it nearly impossible to fit into the train.

We need lifts at Hither Green station.

Need to make the pedestrian crossings safe, especially on Hither Green Lane.

More frequent buses, longer bus routes and more bus lanes. Also the traffic around the Catford Gyrotory remains at a ridiculous level.

Drakefell Road is a hostile environment for residents and a rat run.

It is very dangerous to cross due to speeding vehicles (most of us have had a near miss, especially at the zebra crossing)

The pavements are blocked and are in a terrible state

We have had three vehicles overturn this summer due to speeding

Heavy Goods Vehicles (large lorries) Rat Run through Drakefell Road making the buildings shake

Articulated lorries often get stuck and have to turn around causing danger and traffic mayhem.

Congestion and weight of traffic is getting worse.

I really don't know how you can tackle this effectively though!

Better off street parking and better pavements especially garbage collection days?!?

Please put more emphasis on improving safety of cycling and on encouraging people to cycle more.

Improve cycling infrastructure

Stop residents burning wood in homes or compost fires

I live in Upwood Road ie the area East of Burnt Ash. We have a huge problem there with cut through rat running traffic that has become far worse in recent years due to new technologies routing drivers. Air pollution must be bad and there is a real risk to pedestrian safety. I have seen near accidents involving school children literally right outside my house. I don't claim to know what all the answers are but something surely has to be done to correct this on a residential road. All the residents of my road and surrounding streets feel very strongly about this.

Also of course, commuter parking. This has been pushed onto our roads by implementation of controls in the conservation area. Nearly all of the road changes and traffic alterations I have seen in recent years have been in the conservation area. That is good for them and those that live there but the wider Lee Ward must be looked at and actions taken to improve the pedestrian friendliness of our streets.

No mention of Lewisham Station (except in relation to the BLE)?

Developments near the station will inevitably increase over the next few years. This means thousands more passengers using the DLR and national rail services every day. I feel strongly that this has not been taken into consideration. The BLE is still twelve years away (if it gets its funding) - in the meantime, the services and station are already overcrowded.

There doesn't seem to be much joined-up thinking on this. TfL has announced that it will increase the capacity and frequency of DLR trains, but what about the national rail service?

The council should put pressure on DfT to stop delaying the franchiseholder announcement, so that we can start to work collaboratively with the new franchiseholder on increasing train lengths and developing the station in the short term as well as the medium and long term.

When you planning transport please think of the air pollution which goes hand in hand. We need to reduce the traffic especially the through one and if it goes to other boroughs then so be it. We have enough deprivation here to also suffer with air pollution and heavy unwanted traffic. None I can think of.

I frequently walk along Willow Way, Upper Sydenham, with my young children and pushchair. I am alarmed at the number of 'dumped' cars that appear to be parked along this road. With the majority of the cars also parked on the pavement, this quite often makes it impossible for me to walk on the pavement with my double buggy, therefore forcing me and my children to walk in the road. I feel that with the large amount of lorries which frequently cause a road block by also parking in the middle of the road to unload, makes Willow Way a no-go zone for pedestrians, cyclists and motorists. I am of the opinion that this small back street does most certainly not lend itself to the industrial/commercial buildings, which unfortunately appear to have blighted what no doubt was, and could be a pretty residential side street once again, for all of us local residents to enjoy. The whole of Drakefell Rd as well as the junction with Mantle Rd need vast improvements. Signage is awful resulting in continuous accidents, often vehicles which are too large crashing and/or getting stuck.

The road is particularly dangerous for pedestrians, who often cant use the pavement which is hampered by cars parking on the pavement. Getting buggies/wheel chairs down drakefell is particularly challenging.

We'd like to see better more effective signage and traffic control measures.

General road safety is poor.

Rebuild of Lewisham station to allow for increase in users.

Extension of docked city bikes

Encouraging kids (and adults by extension) to walk and cycle - e.g. through walking/cycling "trains"

Targeting improvement at roads to facilitate safer walking and cycling

Hither Green Lane Road Improvement

Better transport needed around Hilly Fields; buses using a variety of routes rather than all following the same path through Lewisham, improved facilities at Lewisham station.

Where buses go taxis should go. Taxis are public transport that are fully WAV. Taxis are part of the mayor action plan.

Challenges

- The poor air quality, road dangers and rat running caused by traffic is particularly high in the Borough as a result of its location and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling. These should encompass neighbouring boroughs to avoid breaking up communities.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are
- Comments on the challenges and opportunities section:

- The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

- The funding of low traffic neighbourhoods should include improvement along the main roads that may take some additional through-traffic. This could include;
 - o pavement widening,
 - o steadying of traffic flows and increasing road safety through the use of single lane traffic,
 - o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution
 protected from motorised through-traffic and encourage walking and cycling.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

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 - o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

Challenges

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- o pavement widening,
- o steadying of traffic flows and increasing road safety through the use of single lane traffic,
- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

Dallinger road in Lee is being used a rat run for cars and vans who want to cut out the burnt ash hill/south circ junction. Speeding and damage caused to resident cars has increased.

A serious accident will happen soon if traffic is not limited and slowed..

Rat running that and parking spills over into Greenwich where I live

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets. This is particularly evident in our street next to Lee station where we have commuters parking on both sides of the street from 6am every week day. The parking narrows the road which then impacts the rat run traffic, by 8am its grid lock.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Comments on the challenges and opportunities section:

- The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

- The funding of low traffic neighbourhoods should include improvement along the main roads that may take some additional through-traffic. This could include;

- o pavement widening,
- o parking restrictions between 11am-1pm would remove all commuter parking.
- o steadying of traffic flows and increasing road safety through the use of single lane traffic,
- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

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Brownhill road / Torridon Road junction is very dangerous. No immediate crossing, although it has a bus stop and is the route from the station to the library and numerous houses, churches and play groups. People are often seen trying to cross roads in-between traffic light changes. The road and nearby roads are very busy and causes a lot of problems for cyclists, pedestrians and other road users.

stop the rat run Horn Park Lane

Challenges:

Cycal around lewisham and to the city is extremely dangerous.

1) Rat racing is a big issue in the area. Action needs to be taken

2) Parking zones only serve to push commuter problem around. Needed around Upwood Road area though as the conservation area zoning has pushed the cars over there

Hither green platform access with buggies

The terrible pollution of lee high road on the walk to school and there being no bus lane there so waiting forever for a bus. Making the bus not an option

The bottleneck of the south circular

No link to 'overground' services. Brockley and forest hill are already well served.

Streets in lee are completely blocked by station parking from people completely out of the area. Should look at permits, as people from outside the area are driving in and raising air pollution in the area

Boris bike scheme should be extended out seeing as we have nothing else.

I don't cycle here because infrastructure is terrible. I cycled every day when I lived in Hackney.

A bridge over the railway lines from Pasture Road to Baring Road through Cumberland Place. All the flats in Cumberland Place have cars and they all use Pasture Road because the other end of Further Green Road is only one way

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling

Police the 20 miles an hour limit that is all over the borough.

I am fed up by road rage when I keep to this speed limit

Traffic on Burnt Ash Hill - huge lorries coming off the South Circular at Woodyates, then Winn Road and onto Burnt Ash Hill. regularly destroying the bollards, going up the pavements, having no regard for pedestrians or residents who park their cars. Winn Road is a rat run and at times is dangerous to cross, as in the South Circular junction where traffic regularly jumps the lights. Pollution is getting much worse with traffic in rush hour tailing all the way back up to Farmcoate. Every one ignores the 20mph rule.

Speeding on springbank road. I sleep on the ground floor. Hear cars hurtling past over 50mph. Many cats have been killed. Not long until it will be a person. Also on my cycle, often cars swerve toward me to avoid the speed bumps. We need proper speed bumps that go all the way along the street to make people slow down. The small ones we have make zero difference and consequently some people are driving dangerously

Need to consider the roads with schools down and how traffic is managed especially now you've created sharp turnings and in addition roads like Upwood road are horrendous at peak times with kids and cars. Even with humps in the road cars are zooming down over 20 mph and it's scary. You also have lack of lights down this road and near Lee train station. It's not safe!!

Control the traffic on St. John's vale and brookmill road. St. John's vale is used as a rat run for cars and also heavy vehicles. It is a road used by children attending both ashmead school and st Stephens school and the number of cars racing up and down the road at speed is dangerous. The heavy vehicles (trucks and work vehicles) causes traffic which makes the roads unpredictable. The speed bumps do nothing to slow cars. A change in traffic conditions (width restriction or blocking part of the road) would encourage vehicles to use the non residential jerrard street and the non-residential Lewisham centre end of brookmill road instead.

Brookmill road is used as a race track by motor bikes and cars. There is a park used by children with only one pedestrian crossing near the park. Vehicles need to slow down. Speed bumps would help as would speed cameras.

I find the phasing of traffic lights impedes efficient passage of traffic and decreases air quality.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Burnt ash road should be a 30, being a 20 causes a build up of traffic and dangerous driving with other drivers being impatient and driving too close to other vehicles to get them to speed up.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Comments on the challenges and opportunities section:

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- o pavement widening,

- o steadying of traffic flows and increasing road safety through the use of single lane traffic,

- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

I live just off verdant lane. It is the only possible route for us over the south circular to Hither green. It is always so busy with traffic. I feel this could be avoided if the next two parallel roads were opened up onto the south circular so that the traffic locally can be broken up. Verdant Lane has become a permanent traffic jam while these other roads have only local traffic.

Reduce eat runs through side streets.

Stop really large vehicles driving through and parking in private streets.

Problems with residential roads being used as rat runs. On Dallinger road there has been a significant increase in traffic and people are usually driving above the speed limit. Since the road was resurfaced the speed bumps have been lowered which encourages this.

Stop rat runs.

More frequent bus services.

Impose new parking controls simultaneously in all areas - otherwise the problem is simply made more extreme in the few small areas without the controls in place.

Pavement widening.

Tree planting to absorb pollution.

Safe bike lanes - heavy fines for people who park in them (including at church time on Sundays).

More and larger covered bus shelters to avoid waiting in rain.

Installation of a significant number of electric vehicle charging points.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

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Challenges:

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Opportunities

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It is too focussed on long journeys and routes across Lewisham. I don't think it has captured short journeys and how much more people could walk and cycle for these if streets were greener and more people friendly. The mayor's strategy also emphasises how much this could improve both mental and physical health.

Keep non local traffic from using residential streets

More bus services from the Hither Green area. At present it is limited to just three that are not regular.

Better replacement bus service for train delays.

Doesn't seem to be anything on improving walking, making it safer and more desirable. This needs to include disable and parents with buggies.

Cycling also seems to be low in the list although mentioned. Need to consider short journeys as well as commuting in to central London

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

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Edward Street SE8 is a rat run and the area between Evelyn Street and Edward Street is very unpleasant during morning and afternoon rush hours.

Also, with all the new developments in the area, it is not entirely obvious whether public transport, specifically the buses, will be able to cope.

Folkestone Gardens and Deptford Park are both lovely spaces but the link between them is a very unpleasant walk.

I am a parent of two young children and we mostly walk locally. The new look Deptford High Street looks great but the dropped curbs mean many drivers drive dangerously close and/or on the sidewalk. It is an accident waiting to happen with small children.

Basically air pollution is a serious cause for concern for everyone. I don't know what alternatives to suggest but we desperately need to work on something for the Deptford area, which is such a thoroughfare for Greenwich and southeast London and Kent.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

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Challenges

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Opportunities

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- o pavement widening,
- o steadying of traffic flows and increasing road safety through the use of single lane traffic,
- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

I live on Dallinger Road and the entire road has noticed a huge increase of commuter traffic using our road as a rat run.

They take no notice of the speed limit and race up and down all day. There are many small kids on our road and their lives are being put at risk by this increased traffic, not to mention increased traffic pollution.

What are you going to do about it?

Challenges

- The rat running and consequential air pollution this causes due to volume of vehicles using Lee Green as a cut through is a major issue. I personally worry about the effects of the pollution on my children as we walk to school amongst cars in stationary traffic.
- Commuters trying to reduce their commute costs by driving from external boroughs in Kent parking their cars outside Lee Green residents homes so they can use the local train stations. A cheaper solution than paying for a train into London from their own home locations.

Opportunities

- An opportunity to improve Lee Green via a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

There's no mention of encouraging walking, or attempts to improve walking in Lewisham. There also needs to be greater emphasis on cycling.

Trams and more trains and less cars!!

I already have an electric vehicle but the charging infrastructure is poor, with disparate providers and frequently broken charge points.

Our part of Lee Green is a frightening rat run (Cambridge Drive) morning and evenings with dangers, pollution and noise. This has been surveyed and brought to the councils attention before.

We completely agree that too many orbital journeys are only practicable by car.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the

historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

We've recently moved to Dallinger Road. We chose to move from Ennersdale Road due to the high levels of traffic and pollution on the road. Since moving to Dallinger we have been shocked to find that there are a huge amount of people using the road as a rat run and flouting the 20 mile per hour limit. We have young children and this is a huge concern for us. I assume it is because they are using it to cut out traffic on the south circular. I would like to see more done to tackle this issue. There should be more checks on cars that are speeding on the road and possibly making the road one way might help?

Yes, I live on Dallinger Road, SE12 0TJ and there is a disturbing amount of traffic that has been using the street in the last few months. I fear for my 11 year son who uses the road for the school run. Since the road was resurfaced, the speed bumps have been minimised meaning the cars hurtle down the street with no regard for anything.

There is little signage on the street for the 20mph speed restriction.

I would urge this to be looked at, as the traffic presumably will get worse.

Apparently, on Sat Nav's, the street is a cut through if the South Circular is busy.

Can this be addressed?

Concerned resident.

Challenges

1. The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

2. While the 20 mph speed limit is welcome, the lack of enforcement of the limit means that it is ignored across the borough and does not create the lower speed environment that would cut the number of road deaths.

Opportunities

1. The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

2. To enforce the 20mph speed limit on Lewisham streets.

Comments on the challenges and opportunities section:

1. The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and

- <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

2. The funding of low traffic neighbourhoods should also include improvement along the main roads that may take some additional through-traffic. This could include;

- o pavement widening,

- o steadying of traffic flows and increasing road safety through the use of single lane traffic,

- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

You have built a pollution corridor around Lewisham Station for flats many of which sit EMPTY!

Simplify road and direction signing, with a better sense of local place from a further destination.

Create and enhance alternative routes and means of travel, particularly for walking, cycling and the like.

Better interconnections, between travel modes, with easier flexibility.

More enforcement of all traffic offences

Since the pavements in Sydenham have been widened & the 2 sets of pedestrian lights have been introduced near to the station the traffic is backed up at peak times to Crystal Palace parade

The number of cars using Dallinger Road as a rat run has increased greatly since the new lower speed bumps were put in and the speed that most vehicles are using is,

I am sure, more than double the 20 mph speed limit. There is a bend at one end of the road which needs careful driving even at a speed of below 20 mph. Added to this, the noise and pollution from this extra number of vehicles is obviously not to be encouraged.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

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Challenges

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Opportunities

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If there were more parking restrictions, particularly around schools (I live next to a school and get very frustrated with the amount of car traffic and parking at school times, not to mention pollution), I think that would put people off using their cars. The roads are not that safe for cyclists.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

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Rat running and parking in our residential streets. Rat running in particular of out of borough traffic. Air pollution is awful and the residential roads are dangerous. So much so that a local pressure group was formed, LiveLee and has a huge amount of support

The rat running on upwood road is an ongoing issue. No controlled parking also means you can't park your own car and pollution levels are really bad from the congestion.. It's unsafe and unfair on the residents

Tackle the road safety, congestion and pollution issues connected to the Upwood Road rat run and unrestricted parking issues!

Improve signage relating to the 20mph blanket speed limit

Challenges: The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities: The Borough is well placed, through inner location in inner London and the layout of the road and rail network, to create a series of low traffic neighborhoods that are protected from motorised through-traffic and encourage walking and cycling.

We must stop rat running through Lee, particularly Abergeldie Road, Horn Park Lane, Cambridge Drive and Upwood Road.

This is causing safety and pollution issues and is unacceptable to residents living in these streets. It is getting worse and worse and needs to be dealt with. We also need controlled parking as people

who don't even live in our borough are parking in our roads to go to Lee station to commute and leaving their cars all day causing even more congestion. This is also unacceptable.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

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BUS SERVICES FROM THE LEE GREEN AREA IS VERY VERY POOR FOR THE FOLLOWING REASONS

a) There is NO direct Buses nor indirect buses to Greenwich town center OR to the North Greenwich O2 - (North Greenwich O2 is very crucial since it is the closest to a TUBE which is Jubilee line)

b) The bus service from (178/273/261/321/122) from Lee Green to Lewisham is so SLOW because of the congestion on LEE HIGH ROAD and ELTHAM road during the peak times.

c) Position of BUS stops with respect to Lee RAIL station is VERY POOR. There is no bus stop closeby Lee Railway station going to Lewisham. The bus stop is a good distance away which is a big inconvenience

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

- Highly supportive of the extension of the Bakerloo line - South East London seems vastly underserved by London transport. With more and more houses being built it's putting more and more pressure on South East Rail which does not have the capacity or infrastructure to cope with the increased demand. Extending the Bakerloo will alleviate some of the pressure on the rails.

Comments on the challenges and opportunities section:

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Challenges

Reducing rat running on roads around Lee is ridiculous, dangerous, causes high levels of air and noise pollution in residential roads and reduces quality of life for those living and commuting in the area.

Maintaining safe speed limits - while I agree that reducing speed limits in principle is a good idea, the reality with very limited resources to enforce lower speed limits, has resulted in even more dangerous roads. I regularly witness drivers maintaining the 20mph limit on main roads such as Burnt Ash Road, Lee Road, Prince Charles Road and Prince Of Wales Road being overtaken by impatient drivers at high speed and sometimes on the wrong side of traffic islands. I have even witnessed this on Dorville Road - a small residential road that I live on.

Opportunities

Provide better cycle routes - I am amazed with all the work done in Lewisham town centre over recent years that better routes for cyclists have not been provided. As a cyclist I refuse to cycle through the town centre. Must do better Lewisham!!

Provide better crossing points and wider pavements for pedestrians. Again Lewisham town centre is a prime example, there are main pedestrian routes with no pedestrian crossing 'green man' making it a case of taking your life in your own hands to get across.

Provide incentives to get out of car

In my opinion it preserves the status quo that the car is the main mode of transport on the road. Lewisham Roads are very car heavy - both in terms of parking as well as driving.

There are some really good routes in the borough for cycling and walking (Ladywell/Ravenbourne is amazing!!!) but many centres are not joined up. I'd rather cycle to East Dulwich for a coffee than Deptford or Lewisham town centre. Albeit the routes are good, the crossings of major thoroughfares are often car-centric and crossing with a bike is v difficult (eg crossing at Honour Oak Park station). A main reason for not cycling is speeding cars. Not the average speed, but the fast pace between speed bumps. This needs traffic rule enforcement that could be cost-neutral and would give cyclists the message that the law actually aims to protect them.

I really like the neighbourhoods proposal to limit through traffic. I would hope you make cycle, child and pedestrian connections between those neighbourhoods, because there is no shop or library or cafe in my neighbourhood that I would go to.

All in all it's great you are this committed to improving our neighbourhoods. Thank you!

I think more work needs to be done to address cycle lanes across the borough and enabling public transport to be more efficient. we need to do more to reduce car usage, & reduce pollution. For example if cycling was made more user friendly we would have few cars on the road, i suggest considering the use of 'hopper' bus transport, at certain times in the day, its sad to see huge double deckers half full during the day yet overfull at peak rush hour

IMHO you seem to have missed the opportunity to fully examine the implications for those in the south of the borough, eg South Catford, Bellingham etc, ie down Bromley Rd.

There's insufficient innovation around how to get us in the transport black hole to have more effective, more efficient services & connections, nor to get better services from TFL & Thameslink. Why no regular, reliable quick & direct links from Bellingham Rail to Victoria?

Why no clear strategy & timetable for improving links to Bromley & Beckenham.

For example we need quicker & more reliable services to Beckenham Jct for links to the Croydon tram. Travel time to Croydon for work for my daughter is horrendous & gets worse each winter. Bus 54 is appalling service & travelling by train unnecessarily complicated & expensive. She now drives! IMHO you MUST develop better links for Catford south to neighbouring workplaces & shopping centres, eg Bromley & Croydon. Maybe even put a tram link in from Lewisham, through Catford to Bromley with a spur to Beckenham Junction?

Travel time between Catford & Bromley, eg shopping centre - horrendous with tremendous traffic pollution for those of us who live on / nr Bromley Road.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Comments on the challenges and opportunities section:

- The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents

<https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

- The funding of low traffic neighbourhoods should include improvement along the main roads that may take some additional through-traffic. This could include;

- o pavement widening,
- o steadying of traffic flows and increasing road safety through the use of single lane traffic,
- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

The borough wide 20mph zones are ignored by the same drivers who ignored the previous 30 mph limits but now all law abiding drivers are obliged to crawl along regardless of road conditions. The 30 mph limit was the correct one, the problem being years of non-enforcement of infringement resulting in a plague of sleeping policemen.

Perhaps speed cameras should be installed on residential roads.

Rat-running

Congestion near schools

Parking close to street corners

Continuous commuter parking

Reducing traffic and parking near schools, particularly by parents.

Ensuring cycle routes are designed with children and teenagers in mind, and also navigable with bike trailers and cargo bikes.

Linking existing network of green spaces with safe walking and cycling routes.

Needs far more focus on how much worse the pollution around here is getting. Tonight is full of haze and it hurts to breathe.

More emphasis needs to be placed on the river crossings. Lewisham suffers when either the Rotherhithe or Blackwell tunnels have issues and this then subsequently impacts all the buses.

While both these tunnels are in neighbouring boroughs, Lewisham needs a strategy to mitigate the issues.

Yes. Levels of airborne pollutants and road dangers caused by traffic is getting higher and higher. Urgent action is needed. Lee Green is terrible and my own road, Dallinger Road, seems to be getting worse all the time with more and more traffic every week. We need proper speed bumps as a bare minimum. In the long term some kind of re-routing is needed at Lee Green.

My street, Dallinger Road, is becoming a rat run to the south circular since the road was resurfaced. We need more speed bumps and higher ones. We have lots of young families and pets on the street, there will be an accident soon.

Specific reference to the north of the Borough where no masterplan exists. The lack of investment in the infrastructure despite the scale of development. The Thames Clipper needs to be secured and the London verground, Surrey Canal, opened.

I am concerned that in the development of your proposal for solutions a parking charge will be introduced to local residents.

We have seen a few attempts in past few years in the area which were not asked for and there were no leaflets through doors of areas affected. Please do not try and find solutions at the cost of residents.

Support access improvements at Hither Green station

Improve safety for cycling

Do something about rat running

on street parking

The high level of traffic approaching Grove Park from Lee; the increase in the amount of cars using Dallinger and Holme Lacey Roads as run throughs; the lack of reminders of the 20mph zones especially through roads such as these - the fact that new road surfacing in Dallinger Road has led to a decrease in the height of the road "humps" and results in speeding cars .

Road humps to be raised as in Dallinger Road these are too low and cars do not need to slow down creating destination hubs within the transport strategy that not only meets demands but creates spaces and places that enhance the borough attract visitors and encourage transitioning trade while on route.

Whilst being considerate to the existing community wishes and needs

I have not seen any reference to having parking permits, as all the roads to the east of Burnt Ash road and part of Burnt Ash hill have, which would elevate all day and holiday parking and allow residents and business connected with residents parking and cut the number of vehicles and pollution down.

The lack of effective, regular commuter transport across the borough from east to west or west to east without gridlocking traffic and short traffic signal thoroughfare times contribute to a worsening of the lack of public transport infrastructure. It is no surprise that car ownership in the borough is high: this compensates for the public transport failures to be effective for families with children who also experience risks and danger on public transport with a lack of security or policiing.

Orbital journeys increase air pollution to the adjacent schools and residents living in the area. Diversionary tactics such as opening up the large council car park for free parking during rush hours would enable stuck commuters to take a break and avail of the local cafes and drive business up. The lack of foresight and planning by the council in tending to its own employees and limiting parking for commuters, limits Catford as a stop over destination on the a205 which could become a significant new town model for breaking the commuter pollution by encouraging stuck orbital commuters to take a break during the rush hour.

Car ownership reduction can only be successfully achieved when the foremost failure of public transport being

- a) affordable
- b) reliable
- c) supervised safety
- d) convenience.

Neither criteria are met for trains; buses are more reliable however impeded by multiple breakdowns and safety considerations. Neither does transport support shift and night workers in the borough.

The Lewisham Spine risks endangering the residents of the Bromley Road with high speed traffic as well as morning grid locks tailing into Catford adjoining the A205 and heading towards Lewisham.

The weight of traffic holds everything up .

Challenges

· The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the

historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Our roads and streets could be safer for pedestrians and cyclists streets if the 20mph speed limit was enforced in Lewisham. Drivers seem to ignore Lewisham's 20mph limit which makes our roads and streets much less safe.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Comments on the challenges and opportunities section:

- The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents

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- The funding of low traffic neighbourhoods should include improvement along the main roads that may take some additional through-traffic. This could include;
 - o pavement widening,
 - o steadying of traffic flows and increasing road safety through the use of single lane traffic,
 - o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.
- Increasing use of private motor vehicles for short journeys.
- The growth of electric motor vehicles that will produce unacceptable levels of airborne pollutants (especially particulate matter within the Borough) and not address issues of road safety

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.
- Low private motor-vehicle ownership in the Borough provides the opportunity to make a popular shift in resources towards public transport, walking and cycling.

Comments on the challenges and opportunities section:

- The power of Lewisham to act in relation to public transport infrastructure and the Transport for London road network (LTRN) is limited. The focus of Lewisham council's activities should be on what it can do on it's own road network.
- Lewisham Living Streets welcomed the introduction of the 20mph speed limit but would like to see enforcement action taken.
- Lewisham also has a number of good policies regarding pavement parking but we have found that the clear footway is often inadequate where policies are ignored. Lewisham Living Streets would like Lewisham to take the opportunity to end pavement parking where the remaining footway is less than a clear 1.8 metres wide, enforce compliance by fining vehicles parked outside marked areas and move towards the total elimination of pavement parking in the Borough.
- The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low->

traffic-neighbourhoods-intro-v8.pdf and

<https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

- The funding of low traffic neighbourhoods should be focussed on the amelioration of the main roads that will take some additional traffic through;
 - o pavement widening,
 - o the steadying of traffic flows and increased road safety through the use of single lane traffic,
 - o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution
- Electric vehicle charging at the roadside is opposed by Lewisham Living Streets unless it is ensured that:
 - o trip hazards for pedestrians are not introduced
 - o the footway is only used where more than 1.8 metres of clear footway is left available for pedestrians
- Pavements that are shared with cyclists are frightening for vulnerable pedestrians (children, those unable to move quickly and those with vision impairment) and should be removed in the Borough. The inclusion of such schemes and perceived road danger has led to widespread use of pavements by cyclists in the Borough

Although I agree with the overall direction of policy, there has to be consideration of issues like disability. Due to serious scoliosis, although not officially yet disabled, I cannot walk any long distance although I wish I could. Also I cannot stand for long periods and cannot carry heavy goods or heavy shopping. So it is important for me to carry on using a car at times. Improvements should therefore include as much of a wide bus network as possible with links to all stations, and bus stops need good seating and larger rain covers. I could consider using an electric bike but I am scared of using the main roads near me for instance around Bell Green area. Cycle routes should be sited in non danger areas like Brockley and the safe areas of Downham and I am disappointed that funding seems to have been withdrawn. I would be happy to get an electric car if the government and local authorities would give subsidies to pensioners like myself, and install charging points at low cost everywhere.

Traffic jumping lights , main road parking

Translating the strategy into implementation. My impression of recent changes to roads in Lewisham (e.g. replacement of the town centre roundabout with the awful junction) is that they do not adequately prioritise cyclists and pedestrians.

Intervention of Catford and Catford Bridge Stations.

Where possible closing roads in front of schools, such as Holbeach Primary.

Improving disabled and step free access to all stations.

Upgrading and repairing pavements

Tackling pavement cyclists

Enforcement of Lewisham's 20mph speed limit. Most drivers seem to ignore the 20mph limit which makes Lewisham's streets less safe and unattractive for pedestrians and cyclists. More traffic calming and street tree planting needed along Hither Green Lane and roads nearby.

A specific mention should be made for the Evelyn Ward.

With numerous new developments undergoing in the area (and surrounding ie. Canada Water Masterplan) the population of the borough is set to increase drastically in the coming years and we currently don't have the resources at a transport level to cater for this.

A proactive response to tackling and reducing pollution is needed.

Rat running and driving over the speed limits means we experience commuters hurtling through densely populated residential streets.

If we introduced low traffic neighbourhoods people would be encouraged to walk and cycle.

Pavement widening, tree planting and traffic management would be beneficial.

Active travel is a key strategy that the borough should adopt and build the infrastructure to support that. As the LIP strategy suggests active travel e.g. walking and cycling will address many of the issues attached to poor health and reduce the strain on public transport. Policy needs to be tough

on the car and make the choice to use a car the last option. Walking and cycling should be prioritised.

Ensuring safety around our borough's schools, with removing pavement parking on the approaches to schools.

Cycling facilities and routes in the centre of Lewisham and generally across the borough need improving. The current layout in Lewisham is more dangerous than the previous roundabout. Little thought seems to go into the cycle and pedestrian experience.

I live on Lee High Road and the pollution that comes out of the heavy traffic is unbearable. I have a 17 month old daughter who is beginning to have trouble with her breathing and I am convinced that this constant back up of traffic on a residential road is the culprit.

Crofton Park corridor needs a return to the drawing board

¶ Electric Vehicle (EV) Charging Point facilities including infrastructure will have to be carefully planned from the outset to avoid creating problems for pedestrians.

¶ EV-generated particulate matter remains a concern.

¶ Autonomous vehicle concerns (Greenwich leading the way soon) will need addressing.

Appendix C
Online Survey – Question 8 Responses

Would you like to see a Healthy Neighbourhoods Programme implemented in your area? - Please write the reasons why you would like to see the programme implemented in your area

Full, unedited responses from respondents:

Grove Park has always been a high density area for road traffic with lots of rat runs through local streets and the main traffic light junction a nightmare during the school run /rush hour. Safety and clean air should be a high priority.

We live on Lausanne Road, on the edge of the Lewisham borough. It's a pure residential street that gets traffic routed from old kent road travelling through to croydon. we have a high volume of traffic on the road daily - c. 12000 vehicles, with over 25% considered hgv and around 60% of all vehicles being higher polluting diesel. The road configuration is terrible meaning that we have both speeding and congestion on the road - both of which lead to aggressive behaviour amongst drivers and horns beeping at all times. The road is just getting worse and we worry that developments on the old kent road further increase the traffic volumes. Residents should not have to deal with this level of air pollution on their doorstep, this level of traffic, noise, and anti-social behaviour. Enough is enough. The Sth Circular causes lots of problems to both local businesses and residents:

noise and air pollution, inc:

dangers attempting to cross the road with few and far pedestrian crossings, limited local parking, a Museum used as a resource by schools London-wide, with coaches delivering and picking up children from site having no choice other than block TfL bus stop and traffic on the Sth Circular
No pull-in options for TfL buses

It would be helpful if the Council were serious about healthy neighbourhoods and not play lip service to it all.

I am still trying to understand why Lewisham Planning would push through a development for a school expansion with a new entrance on a red route/busy road/exceeding EU pollution levels/ no railings to stop the children running out into the busy road/cutting down of mature trees to allow this development to happy/expecting parents with young children to wait in a tiny area, next to a bus stop (spilling out fumes), on this busy road.

How can anyone take this survey seriously when the council disregard the health of the current children and future thousands of children by pushing through this development. No real thought has been given to making this a green development. And we understand it is for the Primary school to have a presence on a main road. This is madness.

There is an urgent requirement to improve the traffic speed and flow on Lausanne Road, SE15. The majority of vehicles are travelling above the speed limit, and given the size and residential nature of the road, it causes a serious danger to pedestrians and other road users. Furthermore, with the current volume of large industrial vehicles utilising this road as a cut through, it also causes a risk and noise issues for residents and other transport. Improvements could include: measures to monitor speed (speed cameras), reduction of industrial vehicles (i.e. width restrictions such as those on Drakefell Road), improving the road surface.

My road is a big cut through road for Grove Park, Somertrees Avenue, I would like traffic calming bumps and get rid of the width restrictions. They do not work. People just drive faster and play 'Chicken'. I want to be told ideas how to help limit pollution. Like what trees and plants to plant to reduce the effects of pollution.

Too much through traffic between south circular and A20

Healthy means less trouble for the future!

I have young children who walk to school and use outdoor spaces for recreation like the local parks and our garden, plus I walk to work locally in the Borough (Lewisham Council employee) so would like to see reductions in traffic locally to the south circular /a20 and air pollution for the sake of mine and my children's health.

I regularly cycle through Deptford and have seen the positive developments over the last 12 months or so. It would be great to see something like this in the Catford / Hither Green Area. Catford gyratory and the south circular especially is such a problem in terms of traffic and pollution.

Road Traffic is affecting my well-being, especially ability to sleep.

2 traffic deaths on Winn Road in recent years. Easy fix by narrowing road space for motor vehicles by creating uphill mandatory cycle lane (solid line not broken line)
Grove Park station is major traffic bottle neck. Solve by making the roads safe for pedestrians and cyclists.

Note: I live in Wickham Road which falls in your E Brockley/Ladywell Cell. However, as this is in the Brockley Conservation Area it is essential to point out that the area around Coulgate Street/Brockley Station also falls within the CA and that areas around Vicars Hill fall within the Ladywell CA. The Neighbourhood areas should recognise these zones as unified entities and that implementation programmes should be developed accordingly. For instance, the St John's CPZ is having an enormous impact by deflecting rat running traffic and parking south of Lewisham Way; and similarly, the rat run linking Drakefell Road through Brockley Cross to Geoffrey Road and Brockley Road requires rethinking re traffic flows and parking. CPs are not the answer. Perhaps a high level Brockley Cross Station is needed and unified air quality/safety study for Lewisham Way is now essential in view of recent decisions to extend Ashmead School.

street is used as a short-cut

pavements are difficult to use - badly maintained/fly tipping /bins left out all week/litter and dog faeces/air pollution as street crossed by A205

The much used "rat run" along Harefield Road, Tressillian Road and Hilly Fields Crescent and beyond causes anger, congestion, pollution and frequent bus delays, always worse when there is some hold-up on Lewisham Way or other main roads

Wickham Road is treated as a highway that gives the opportunity for speeding in excess of the speed limit. Its junction with Geoffrey Road is a frequent accident spot.

Many vehicles use quieter roads to avoid queuing on main roads. Ideal example is Sevenoaks Road that is quiet due to road closed at one end. Even roads like Grierson that are blocked at one end are used to cut out queuing traffic on Stondon Park.

Could answer the above question as don't live in the area, but would oppose a "Healthy Neighbourhoods" programme in all areas as simply being a waste of money when it should be spent on improving the road network.

We suffer from rat running and cars travelling at great speed. Trying to walk round Lewisham town centre is a nightmare because there are so few crossings and the pollution is atrocious. Why would anyone go there?

My neighbourhood suffers from ratrunning, commuter parking and higher levels of traffic than it should. There is virtually nothing to encourage cycling and walking.

there is a high volume of commercial traffic on TfL Roads such as Southend lane and Whitefoot Lane, including traffic from Bromley's business park at Kangley Bridge Road off Bell Green. This impacts strongly on the Bell Green area where there is extra housing in place and proposed (gas works site and Bell Green itself) and two schools - Brent Knoll (on ratrun Perry Hill and near Bell Green, school for children with health problems), and Our Lady and St Philip Neri (208 Sydenham Road, currently moving nursery and early Primary children to this site)
urgent action needed

Hither Green Lane:

- Speeding and heavy traffic
- High levels of air pollution
- Unsafe pedestrian crossings
- Unpleasant environment
- Poor speed restrictions

Hither Green has been let down recently, were were promised funding to improve Hither Green Lane and the project cancelled with no consultation.

George Lane and Beacon road crossings are dangerous.

There is a supermarket on one side of Hither Green Lane and a large school of 700 pupils on the other other (Brindishe Green). We need safer crossings.

Also the junction of Torriron Road and Brownhill Road.

It's needs a proper crossing.

Currently it's deathly dangerous . There are near misses so very often. Someone WILL DIE there.

The lights give you just 8 seconds to cross.

The kerbs have not been dropped making it awful to cross with a wheelchair or buggy.

The problem of air pollution is high.

Proximity to a21/south circular means the programme's priorities are a concern

There's huge potential to reduce the number of people using private vehicles to get around in Catford South but right now there are barriers to getting people using other methods - for example the Torridon Rd junction which puts people off walking to the station at Hither Green. It's also extremely stressful walking down Sandhurst Rd due to the speed and quantity of motor vehicles, and the unusually high levels of pavement parking. I and many of my neighbours would be extremely supportive of Catford South being selected for this scheme.

Lack of public transport in this area. Too many car journeys which block busses.

Hither Green Lane is a major thoroughfare and highstreet, it should be upgraded to the same standard as that recently done around Manor Park. Also, the lower end of Torridon Road (HG side of Brownhill Road) has a high level of vehicle traffic and hundreds of pedestrians to and from the station, yet all the pavements are broken, there is no safe crossing at the junction of Brownhill, and all commuters park on there each morning adding to the problems.

Torridon Road and Verdant Lane become virtual car parks during rush hour because of the poor junctions with the South Circular, and as there are two schools in close proximity to Torridon Road, the pollution levels during these times is very high. Also Torridon has become a rat run of fast moving cars because of the closure of all the roads between Torridon and Verdant Lane years ago.

Because it is time Lewisham invested in Hither Green West. Too often adjacent neighbourhoods have been supported and Hither Green West forgotten. Hither Green Lane is dirty, unpleasant to walk along, polluted and dangerous for pedestrians. Consequently new businesses are not investing and the current ones are finding it difficult to remain in Hither Green.

Our road (20mph zone) is used as a rat run by people speeding to cut a corner off the south circular and it's very dangerous

There are a number of dangerous crossings in my area. At the top of Davenport road it is not obvious that cars don't have right of way onto George lane. The worst is the crossing by Woodlands Health Centre. Cars turn off Hither Green Lane at such speed and you can't see them until they are on top of you. A number don't indicate. This is a main pedestrian entrance/exit into a sizeable development, the crossing facility here is dangerously inadequate. I end up shouting at cars most weeks here who have turned off HGL without indicating at speed and nearly hitting me and my son as we cross the road.

A lot of wind-blown and discarded street litter in Hither Green Lane (Torridon Rd junction area); front garden needs constant clearing of crisp packets, polystyrene fast food boxes, plastic bags and cellophane wrappers.

The South Circular causes a lot of pollution

Parents sitting with their engines idling outside Sandhurst School also contributes

More green required in Hither Green, to help absorb the high levels of pollution from the high levels of traffic. Asthma and other allergies proliferate in the borough and whether or not a causal link can be established there is little disagreement that pollution can exacerbate symptoms.

Eastdown Park, which has a high volume of traffic but also is a direct line to Trinity School and, therefore, a lot of young children walk along it at certain times of day. It's worrying the degree of pollution that they must be absorbing. I think this is true for all the schools in the area. I think there could perhaps be 'small road access restrictions' at certain times of day.

Problem traffic on George Lane.

Healthy neighbourhood required for North Deptford (Evelyn Ward) Masterplan and the knitting together of huge 10,000 new developments through Pepys Estate using healthy streets model and improving healthy circulation walking and transport and green connections from riverfront to the Southwark borders- creation of new green park and linear wood as well as a multi use leisure complex and social housing -

To improve air quality

I live on Torridon Road and it's in the heart of Catford South and a residential area with 2 schools, church and library and also subject to lots of traffic. Other parallel roads have proper road humps to slow traffic and part closures to stop the flow of traffic which pushes the majority of cars onto Torridon making it dangerous for pedestrians especially children both in terms of speeding cars and air pollution.

The south circular is a huge issue locally.

We live on Lee High Road - and walking down the road leaves my husband and I (who are under the age of 30 and quite healthy) tight chested.

Pollution and speedy of vehicles along Hither Green Lane is a concern. The existing pedestrian crossing on Hither Green Lane near Beacon Road is dangerous and needs to be enhanced, as sooner or later there will be a serious accident or death, as cars drive at high speed and do not stop at the pedestrian crossing. My daughter and I have had many near misses with vehicles.

I would like more trees in the area, it feels like in areas like Catford South they have a lot of trees in some of their streets whereas they are sporadic in ours. I also think we need to reduce noise and air pollution along the south circular if possible.

Amongst the worst pollution at the Verdant Lane/Brownhill Rd intersection

Catford south has a high levels of air pollution, being bordered by the busy A205 South Circular and A21, with very limited cycle routes (and all most no cycle lanes) within the area and a lot of on street parking, which can add to the dangers of cycling (and possibly contribute to the low uptake of cycling and reliance on cars). It has the potential for further improvement, with community spaces in the area such as Abbotshall HLC and the Corbett Community Library providing a really valuable (but limited) role in the absence of a staffed library or children's centre within the neighbourhood. Small changes could make a significant difference, for example signage to raise awareness about idling laws and the impact of idling on air pollution and people's health, signage reminding people why it is unsafe to park on double yellow lines near to junctions (as people park knowing they're unlikely to be 'caught', but the rationale for the double yellows being there to make it safer for pedestrians to see/be seen when crossing the road seems to have been lost) and safer crossings at the torridon/brownhill junctions (where there is no pedestrian crossing despite hundreds of people crossing here each day on their way to and fro the station and Corbett estate) and for turning from the Bromley road into Bellingham road (where there is no filter or delay so cars can get marooned in the middle of the road, and move when there may be a green man...)

Area borders South Circular that must contribute pollution to the area. Would like this information to be more widely available.

Drakefell Road is not nearly wide enough for the amount of traffic that regularly uses it. The pavements are frequently blocked by parked cars and wheelie bins, even on days when the bins are not being emptied. The road is frequently congested and noisy, and cars chugging along during rush hour slowly release more fumes into our houses. Huge lorries, unable to pass the traffic calming barrier near Aspinall Road, try to turn in our driveway and damage trees and fences, and threaten our house. Meanwhile wider roads nearby remain unused because of the way traffic is routed. Our streets should be safe to walk down, to cycle down, and to breathe in and live in. At present this is far from being the case.

Drakefell Road is a hostile environment for residents and a rat run.

It is very dangerous to cross due to speeding vehicles (most of us have had a near miss, especially at the zebra crossing)

The pavements are blocked and are in a terrible state

We have had three vehicles overturn this summer due to speeding

Heavy Goods Vehicles (large lorries) Rat Run through Drakefell Road making the buildings shake Articulated lorries often get stuck and have to turn around causing danger and traffic mayhem.

I live on Drakefell Road and would very much like to see the Drakefell Road Corridor (Brockley Cross / Endwell Road - Drakefell Road - Gellatley Road) included in the programme.

In the five years I have lived on the road I have personally witnessed, three cars flip over on to their roofs and numerous other accidents, just the other week a woman was knocked off her bike right outside my front door. The width restriction is badly signposted and huge lorries frequently (ie daily) try to get down the road then have to reverse back causing chaos, noise and my entire house to vibrate.

My son goes to school across the road and I genuinely fear for his safety, I have also witnessed multiple close calls with schoolchildren who have to cross Drakefell every day and yet there is still no zebra crossing anywhere near the school and the roundabout at the junction of Pepys and Avignon causes confusion and further danger.

Something genuinely needs to be done about this road. I appreciate it is a challenge but given the incidents I have witnessed (and I'm assuming many more I have missed) it is only a matter of time before there is a serious or even fatal accident.

Drakefell Road (SE14 5SJ) is a hostile environment for residents and a rat run.

Many school (including primary school) children cross Drakefell Road to/from school, Telegraph Hill Park and the local Hill Centre.

Many families in Drakefell have young children.

It is very dangerous to cross due to speeding vehicles (most of us have had a near miss, especially at the zebra crossing).

The pavements are blocked and are in a terrible state.

We have had three vehicles overturn this summer due to speeding.

Heavy Goods Vehicles (large lorries) Rat Run through Drakefell Road making the buildings shake.

Articulated lorries often get stuck and have to turn around causing danger and traffic mayhem.
Better off street parking and better pavements especially garbage collection days

Drakefell Road is used as a rat run.
Serious recent accidents & many near misses..
Speeding traffic.
Noise & buildings vibrations.
Dangerous for pedestrians & cyclists.

Please include Drakefell Road corridor (Brockley Cross/Endwell Road- Drakefell Road- Gellatley Road) in the programme.

Very dangerous for cyclers, buildings are shaking when lorries passing through speed bumps.
Less pollution

Less carbon footprint, good for all of us.

Drakefell Road corridor (Brockley Cross/Endwell Road- Drakefell Road- Gellatley Road) should be included in the programme for a number of reasons as follows:

Lots of primary and secondary school children cross Drakefell Road to and from school, Telegraph Hill Park and Hill Centre community centre.

There are many families with small children and primary and secondary school children as well as elderly residents in Drakefell Road.

Drakefell Road is a hostile environment for residents and a rat run.

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Heavy Goods Vehicles (large lorries) Rat Run through Drakefell Road making the buildings shake
Articulated lorries often get stuck and have to turn around causing danger and traffic mayhem.
As discussed earlier the level of traffic in our residential streets East of Burnt Ash (Upwood Road, Cambridge Drive etc) is completely unacceptable. There have been petitions, pressure groups, LiveLee etc but nothing seems to happen. LiveLee has put forward ideas that would not only improve our streets but have a knock on affect of improvement right across the borough by closing the bottleneck of the rat runs. We can see no downside and no shifting of the problem elsewhere but nothing seems to happen though. Please act.

Blackheath is too car-dominated, which makes it quite unpleasant for pedestrians and cyclists. It would be nice to see more focus on alternative methods of transport.

It is a residential area with a growing number of families. In recent years a new primary school has been opened which mean a lot of families walk through the neighborhood with their children twice a day. There is however a presence of heavy (through not local) traffic, lorries the same small residential roads. It poses the risks to small children especially in the Peeps road going down to Drakefell Road roundabout where many children run or scoot from school downhill and abruptly break just before a busy Drakefell Road with heavy, often fast traffic. It's an accident waiting to happen.

I live on Drakefell Road. The road has now become an important corridor for cars and lorries. The traffic is for most part of the day pretty intense, affecting the air quality. Cars and lorries tend to speed along this road that has the particularity to go up and down hill with few serious bends. Crossing this road is perilous at time. A lot of cars are parked along the road, often using too much of the pavement space. Bushes, brambles and other very badly kept greenery reduce even further the space for pedestrians. I saw a mother having to take the pushchair on the road, along with the traffic to make her way down the road. Pavement are badly uneven. Lorries are really a concern. They go fast, do no care about the speed bumps. When they jump on the speed ramps, it creates serious noise and make the houses shake.

Better connectivity on cycling routes

Pedestrian safety is nothing other than unacceptable. The level of carbon and noise pollution is far too high for a residential area.

Much needed in the area.

Lots of schools on my street (Belmont Hill) yet a lot of kids get driven or take the bus - none appear to cycle. The road is now supposed to be a 20mph zone but even the police cars don't respect it. There is often a build up of traffic in the morning as traffic build up through Lewisham.

People should walk not drive

There are serious traffic calming measures needed on hither green lane particularly on the corner of George Lane and Hither Green Lane. The way the road is configured and the placement of nearby humps on HGL means cars speed round the corner, many near misses have been witnessed.

The air pollution on our road is at dangerous levels. I live on Hither Green Lane and test the air once a year. I love this area but will need to consider moving away when we decide to have children. The roads are unsafe, I've nearly been run over several times on the zebra crossings. There was an initial scheme that was due to go ahead and has been cancelled after years of lies to the residents that this was in the pipeline. The shops need support and with many local schools traffic calming with support the area in many other ways

Good sense of community but need the infrastructure to support it

Concerned about the impact of pollution on my son

The levels of motor traffic in our streets are unacceptable. This is evidenced by the traffic surveys done by Lewisham, the analysis done by LiveLee, the pollution map produced by Kings College London and the tracing of traffic movement on Google Maps.

Both parts of our neighbourhood in Lee Green have petitioned the councils on this matter so our ward councillors at both Lewisham and Greenwich are aware of the extent of concern about rat running, commuter parking and pollution. Any solution must include both Lewisham and Greenwich residents to keep the community together.

In the morning this traffic is cutting through a network of roads from A20 that goes into Abergeldie Road and from the south circular. Both join Horn Park Lane then traffic blocks Upwood Road (some then use Cambridge Drive and Dorville Road) before crossing Burnt Ash Road into the network of streets west of Burnt Ash Road to end up at Manor Park/Lee High Road or Ennersdale Road/Hither

Green Lane.

In the evening the routes are reversed with Woodyates Road and Eastdown Park/Leahurst Road sharing more of the burden.

Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green junction.

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LiveLee have put forward proposals that would remove through traffic and stop commuter parking at low cost to the two boroughs.

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Most of the time, whilst walking, it is almost impossible to even cross the road due to the continuous traffic moving along Upwood Road and Horn Park Lane.

I have given up driving in the mornings in this area because the roads become a standstill and vehicles just cannot pass each other due to all the parked cars and two vehicles trying to pass in an area that only a single car can pass through. It is a nightmare and dangerous for pedestrians too.

In the evening the routes are reversed with Woodyates Road and Eastdown Park/Leahurst Road sharing more of the burden.

Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green junction.

Dallinger road is rat run for cars and vans getting onto the south circular. Speeding, unsafe driving and damage to cars is common place.

This comes with serious air pollution.

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Using our road as a rat run is increasingly a concern for me as a local resident on Dallinger Road, having seen a massive increase in traffic routing along our street in the last few months; with young children (one has respiratory problems) I fear the increased pollution as well as road safety concerns as many are speeding along, using it as a cut through from burnt ash to the south circular as we are the first through road showing on Sat nav re-routes now apparently. The fact our speed bumps have reduced in height significantly since the road was resurfaced (encouraging the speeding) is contributing to the problems of rat running on this road, and we need more signage on the road displaying it's a 20mph zone (as a neighbour commented when they challenged a speeder, who said "it's not 20 but 40 here").

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In the morning this traffic is cutting through a network of roads from A20 , crossing Burnt Ash Road into the network of streets west of Burnt Ash Road (mostly Dallinger Road since September) to end up at Manor Park. In the evening the routes are reversed.

Litter problems, noise pollution, dangerous for pedestrians and cyclists.

Air quality is a huge worry, and cycling needs a lot more prioritising to make it a safe and healthy option for the masses.

The village gets very congested

I worry daily about what the traffic pollution is doing to my children's lungs on the school run. I'm seriously considering leaving the area because of it.

I've never lived anywhere like it . Hackney is a good area to look at.

We have limited public transport options (one train line) and a lack of bus lanes on Lee High Road.

We are sandwiched in between the two main routes into London from the south and so emissions must be extremely high here.

In the south east we seem to be ignored when it comes to transport infrastructure

Traffic is awful, people driving when they should be using public transport or cycling. Pollution is getting worse and worse, lots of schools and children in the area growing up with toxic air.

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Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green Junction.

We seem to be on the edge of any sensible proposals, in Lewisham.

No joined up thinking is evident

As already explained, traffic here is awful, traffic management is appalling, pollution is ridiculous.

Bring people together

There has been a huge increase of trouble in this area and I think this needs to change as a priority. The area has had an increase of family and has been changing for the good. The council needs to invest in making the areas safer.

St. John's has three schools in it. It is heavily used as a cut through and is wedged between the A20 and A2210. It is also low on a hill. The pollution is constant from vehicles using the A2210 and the various cut through connecting the A20 and A2210 (St John's Vale, friendly street). There are alternatives in both Lewisham (Jeg Jerrard Street) and New Cross (Friendly street and St. John's Vale) should be no-through to traffic. The A2210 needs speed bumps.

Healthy neighbourhood is a better neighbourhood.

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Recently our road Dallinger Road has become a rat run route and there is a dangerous bend at one end that people looking at their sat navs don't see the danger that you have to really slow down and keep to your side

The whole borough is 20 mph but that's not being adhered to

The past few months have seen a significant increase in the cars, vans and lorries cutting through Dallinger Road Se12 otl. They drive fast around two blind corners without indicating.

Dangerous rats runs on residential streets near lots of local schools

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I live in grove park but the natural line of travel is to Lee this is never reflected and on a daily basis I have to walk over the south circular on a polluted, dangerous junction.

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Low pedestrian numbers, in part due to speeding cars and a real car culture. I believe in cycling but it is far too risky. We walk a lot, but wish more people did as the cars make the air unpleasant. Too much traffic and parking in side roads makes for congestion and air pollution.

When did New Cross Gate and Telegraph Hill become West Brockley?

There is a serious problem with traffic on Gellatly Road, Drakefell Road and Endwell Road and round Brockley Cross which has a very negative impact on the streets in the area.

There are many dangerous pedestrian crossings due to speed and frequency of traffic.

I would like to see a clean-up of the Hither Green area, namely Hither Green Lane. I think it is the responsibility of all who live in the vicinity to keep graffiti at bay, keep shop fronts clean, and to minimise rubbish dumped by bins outside. I feel that fines should be imposed for those who do not adhere to the above.

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improve air quality, reduce traffic and congestion, and make walking/ pavements/ pleasant experience.

At the moment we are very close to Deptford Park but I refuse to walk the 10 minute walk with my young children along Evelyn Street because all the traffic/ exhaust at street level cannot be good for them. Instead we go around the back via Childres Street and Folkestone Garden but the approach under the bridge, approaching Sir Francis Drakes school is unpleasant.

We never walk south towards St Johns/ Brookmill Park/ Ravensbourne River because to get there, we go through a wide expanse of roads at Deptford Bridge and Brookmill Road can be very congested.

We spend a lot of time west in Greenwich Park/ along the river instead and it is a shame we don't enjoy as much time in our own borough.

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I live on Dallinger Road and the entire road has noticed a huge increase of commuter traffic using our road as a rat run.

They take no notice of the speed limit and race up and down all day. There are many small kids on our road and their lives are being put at risk by this increased traffic, not to mention increased traffic pollution.

What are you going to do about it?

Very large 'school run' issue, where unnecessary car journeys could be made on foot and by cycle or scooter where the right measures are taken. Small narrow roads in Downham are overrun by cars, especially parked vehicles, and walking is often made too difficult by drivers mounting footways, blocking views for pedestrians or the weight and speed of traffic being too great.

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Grove Parks is dissected by two busy roads – Baring Rd (A2212) and Burnt Ash Hill – on which most vehicles travel in excess of the speed limit. The roads to the east of Burnt Ash Hill (Winn Rd, Senlac Rd, Exford Rd) are all used as rat runs from the A20.

This busy traffic movement, as well as the many cars parked on pavements, means there is no sense of calm, and little sense of community.

In Grove Park there is also no provision for safe cycling. There are no bike lanes and the speed of traffic and the numerous parked cars make cycling dangerous.

Because the whole area is being used as a rat run, Manor Lane, Newstead Road where I live and Leahurst Road where my kids go to school is terrible in the morning. We walk to school but the pollution and danger is terrible. It's getting worse and now the industrial park on Manor Lane has been expanded encouraging more dangerous traffic. Lewisham you should be sticking up for the younger generation in your borough, local children are suffering and being endangered by the lack of care and consideration

We live in Lee. The uplands rd Cambridge Drive dorville rd area is currently a rat run for commuters and a car park for users of Lee station. This makes the area quite noisy and scary at times. Cars pelt down the road ignoring the 20mph limit to bypass the traffic lights. This will be worse with the development at leegate.

There are many families around here and schools, and a lot of social housing so this is not just a plea for those in the privately owned parts.

A simple scheme to control speeds and parking would be cheap and effective for the residents. The council's Healthy Neighbourhoods Programme is the key to getting rat running stopped in our streets.

To reduce traffic volume and make the roads safer for children

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We have a large volume of traffic and no segregated cycle lanes. I am very keen to cycle as my main transport and to get my children cycling as well but am concerned that it is not safe for them currently. I also have serious concerns about the effect of the poor air quality on their health.

This is an area with huge potential for active travel, where a huge amount could be achieved by a few minor interventions to prevent rat-running.

Yes, I live on Dallinger Road, SE12 0TJ and there is a disturbing amount of traffic that has been using the street in the last few months. I fear for my 11 year son who uses the road for the school run. Since the road was resurfaced, the speed bumps have been minimised meaning the cars hurtle down the street with no regard for anything.

There is little signage on the street for the 20mph speed restriction.

I would urge this to be looked at, as the traffic presumably will get worse.

Apparently, on Sat Nav's, the street is a cut through if the South Circular is busy.

Can this be addressed?

Concerned resident.

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I would like to see less money spent on this rubbish and a proper representation of peoples wishes which is not happening in Deptford or anywhere else in the borough where you plough through with projects saying it will give people more homes better standards but that is not what is happening and you continue on the same path, over and over again.

Making these faux consultations available whilst destroying green spaces is at the most schizophrenic and an abuse of position and at the least ill informed and incapable of doing the job you are paid from public funds to do !

Improving conditions for all travel modes, and interconnections.

Reducing impact of major through trunk roads and railways.

No canal or water way routes are left to celebrate, enjoy, protect or use!

Apart from the main River Thames and some tributaries.

The number of cars using Dallinger Road as a rat run has increased greatly since the new lower speed bumps were put in and the speed that most vehicles are using is,

I am sure, more than double the 20 mph speed limit. There is a bend at one end of the road which needs careful driving even at a speed of below 20 mph. Added to this, the noise and pollution from this extra number of vehicles is obviously not to be encouraged.

All residential roads should have better traffic calming and many more 20 mph signs that can be clearly seen. Speed bumps that are higher would be more effective too.

The levels of motor traffic in our streets are unacceptable. This is evidenced by the traffic surveys done by Lewisham, the analysis done by LiveLee, the pollution map produced by Kings College London and the tracing of traffic movement on Google Maps.

Both parts of our neighbourhood in Lee Green have petitioned the councils on this matter so our ward councillors at both Lewisham and Greenwich are aware of the extent of concern about rat running, commuter parking and pollution.

LiveLee have put forward proposals that would remove through traffic and stop commuter parking at low cost to the two boroughs.

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Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green junction.

Lee Green has a major issue with rat running through the roads off burnt ash toward the south circular. It is noisy, dangerous for pedestrians (the heavy footfall of school pedestrians should be considered) and badly polluted

The south circular is a very busy and horrible road near us and needs reviewing

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Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green junction.

I live in Upwood Road and the level of traffic and pollution is very bad and has got much worse in recent years. Technological advances such as Satnav have changed our streets and the council have fallen behind in their response. Actions need to be taken.

As aforementioned, living on Upwood road has become dangerous and at times unpleasant. Pollution levels are high as traffic levels are ridiculous and there are no parking controls. Some measures urgently need to be put in place. There is also a school on the road with parents running their kids to and from which compounds the rat running problem. I'm surprised it's been allowed to go on for so long

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Reduction in pollution and congestion

The air quality has deteriorated in my street with too many cars using the road as a short cut. The noise levels are unacceptable.

I live on Horn Park Lane SE12 8AR., From 6am in the morning till about 9.30 Am there is a heavy traffic on the road which is a very small road. There are at least 20 cars streaming in EVERY MINUTE without a let up > the same is the case in the evenings

Cars and VANS use this street as a short cut instead of using the main roads. Our health is suffering as a result and there is complete deterioration of quality of living due to this traffic and noise which is essentially a residential neighborhood.

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Not helped by the recent development works at the Lee Green junction. Taking more time to get traffic through the junction. Drivers performing dangerous manouvers in relation to how lanes widen and reduce over such a short time. Not filters to cross turn across traffic at any point on this busy junction.

No filters on the traffic lights by Kidbrook Road and Lee Road either. Numerous car accidents and near misses frequently experienced here.

The residential roads around Lee are blighted by rat running causing high levels of noise, air pollution, danger and general stress for residents. In addition there are no traffic restrictions so commuters using Lee station park in these roads as well as parents dropping children at local schools causing absolute chaos during rush hour and queues running the length of the road. I have seen several incidents of road rage in rush hour caused by this. In addition motorists regularly wake me up in the middle of the night racing down Dorville Road at very high speeds despite speed bumps being installed a few years ago which have had very little effect in reducing speeds.

There is a lot of schools in my neighbourhood. Parks, libraries and cafes are not easy to reach with my children on public transport or cycling. Rogue parked cars and boy races make it very difficult to navigate with children and foster their independence in manovering the streets of Brockley.

i live very close to the south circular which is constantly busy, high traffic volumes/lorries and very high levels of pollution yet i live in between two train stations and i hoped for better when moving to this area. Over recent months roads have become more dangerous in particular i live on Dallinger road, this is now being used a a high speed rat run with vehicles thundering down this road at excessive speeds , i believe due to a change in light sequencing at burnt ash road junction with st mildreds. we have no clear signage at the road entrance for a 20 MPH limit and the speed humps on the road. Further since the expansion of the Chiltonian industrial estate more there is more local traffic (lorries etc) that travel at higher speed on Manor Lane. I commute via bike daily to canary wharf but recently have had more 'near death' experiences in my local area. It has become unpleasant to live here which is sad for me as i grew up in Lee and have lived here for 45 years.

Because we have had deaths on our local roads & the council have done NOTHING to implement traffic calming measures.

EG Bellingham Road young man killed during resurfacing work.This was 2017. No response from council in preceding days to implement road closure & reduced traffic speed. Same again this year-

no council management of risks when recently road dug up from one end to another & cars ignored road closure signs. This went on for MONTHS! No response from council when contacted. Bellingham road seen as a trunk road rather than what it is - a residential road with schools, pupils, elderly regular pedestrian users.

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Our street (Cambridge Drive) and the whole of this area between the A21 and the South Circular suffer from round the clock use of these roads as a cut through or traffic avoidance ploy. This means in the morning and evening peak times traffic is continuous as if on a main road. At other times the lack of traffic calming in Cambridge Drive results in some drivers passing our house at 40-50 MPH, this is a common occurrence and has been for many years.

A great deal of rat-running in Upwood Road, Cambridge Drive/Dorville Road

Congestion through school parking in Upwood Road

Congestion in Upwood Road because of commuter parking

Congestion because of rat-running in Upwood Road

Dangerous parking on the corners of Cambridge Drive/Eltham Road

High toxic levels of monoxide in Cambridge Drive/Upwood Road for both children and adults

Air pollution is getting shocking bad. Tonight my eyes and throat hurt and the haze is heavy. I am considering leaving London as this is so unhealthy.

I support it as we already have a scheme starting in our area.

The levels of traffic in our streets are getting worse and worse as evidenced by the traffic surveys done by Lewisham and the pollution map produced by Kings College London etc.

On Dallinger Road we are seeing increasing levels of traffic and cars bombing down the road at 50 miles an hour or more. It is really unsafe for kids (and cats) and has got worse since the road was resurfaced and the speed bumps were reduced.

If no action is taken soon my concern is that a child will get run over by a speeding car on this once-quiet residential road.

The traffic in our street - Cambridge Drive is one of the most streets I go in to. Getting across the road on foot - let alone getting a car out of the driveway - is horrendous and it is a miracle there have not been any people getting run over. Let alone cats who have to be locked up indoors especially at morning when the cars do about 50 miles per hour early on and then we get the people trying to get to Colfes school in a traffic jam. The p m chaos starts early with school pick up and the rat run home from work. The problem is worse because people park their cars in the street both sides to go to the railway station for the day so our street becomes one way only for the day and there is hardly any room for cars to pass each other. Have seen arguments, people taking their car up on the pavement, cars being parked for the day over parts of driveways so no way to get out - could write you a book on all that goes on. When the road is quieter the speeding is dreadful - crossing the road to see neighbour or to go to the bus stop is very high risk.

We are near the south circular so we're in a polluted area that needs an improvement in air quality. In a high profile case, a little girl in the area died because of the poor air quality caused by the south circular so something needs to be done.

Because I live here and it needs investment. NOTHING has been done in North Deptford. Residents Led the Liveable Neighbourhood project. Our councillors are too spineless to get the CPZ people have asked for.

I see the principle behind it but in truth this just going to be more cameras and more revenue for the council. What happened in Lewisham and the crazy road layout there. I now shop in Croydon. It's crazy to worry about all this and at the same time be building these never ending high rise flats everywhere. Couldn't view the map as it was not working why not write to the residents of Lewisham with a clear pamphlet with the plans and survey not everyone is online so the cross section you are now canvassing is not the thoughts of all.

Air pollution is a big problem round here. Local park (E Nesbit Gardens) not well cared for.

The traffic on Upwood Road is horrendous. The amount of air pollution from cars is extremely high. The street is used as a short-cut. Many people just park their vehicles and go, causing congestion. It also causes road-rage, as there's constantly drivers fighting who will give way to whom. As residents we don't feel safe for our children either when there's this amount of cars cutting through these residential roads.

it is impossible to read the map

Because pollution levels are unacceptably high and I live on Church St.

due to the schools within the area and high traffic and loss of green space

The congestion, pollution, largely caused by rat running, plus the extra danger of ignoring the newly installed twenty mile speed limit in our area is at a dangerous and unacceptable level

The high pollution levels area almost in breach of European Union safety guidelines and affect the many young children attending all the local primary schools in Catford South.

Enforcing a traffic exclusion zone during peak school drop off and pick up hours around local primary schools will engineer a shift in parent driven self-centred vehicle usage. There is no other option: Lewisham Council have limited road monitoring staff across the borough and their multiple failures to tackle school parking contraventions create road dangers for oncoming traffic, small children and unsupervised older children as well as cars idling to fake 'unloading' in order to bridge the "5 minute" wait time before a parking ticket can be applied.

Need cleaner air for our children

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Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green junction

Hither Green Lane, Springbank Road, Longhurst Road and Staplehurst Road have too much fast traffic. The fast traffic is dangerous for pedestrians and cyclists. The fast dangerous traffic on these roads is very discouraging for pedestrians and cyclists. The road junction at George Lane and Hither Green Lane is poorly designed and is difficult for

pedestrians to cross. Traffic calming is required in Lewisham and Hither Green to reduce traffic speeds and make the area more attractive for people to walk and cycle.

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I would like more control over the rat-runs of Girton and Tannsfeld Road, SE26. Cars coming through from Mayow Road drive much too fast in these residential areas where there are many families with young children. The local Neighbourhood group have been trying to get action for many years, with speed tests and so on but nothing stops drivers especially early morning and in the evening driving fast beyond the speed limit down these roads. Also white lines for a safe exit from driveways need to be legally enforced, as mostly I cannot see to get out of my drive safely, due to people parking on the white lines. They are rude and refuse to cooperate.

We also need more trees on Sydenham Road. It was improved with wider pavements some years ago but is looking shabby and must have high levels of 'pollution with the heavy traffic. The pavements and road gulleys need deep cleaning with mechanical machines from time to time. The local street sweepers cannot cope very well especially with all the autumn leaves. Like much of Lewisham, Sydenham and including Downham especially where I am a councillor, need very much improved rubbish collection on the High Streets and main road pavement to maintain cleanliness and attempt to really improve the environment. I often see rubbish bins flowing over with filthy rubbish, mattresses left, even settees! Also some encouragement to local shops to keep their goods from spilling over and using up all the pavement areas and to improve entrances to make them accessible without steps. It's a massive environmental task at hand. Small grants to shops to repaint exteriors etc... might make them take more pride in our area which is starting to look run down, with plants growing out of any gap between shops, alleys etc.... Also publicity campaigns and leafleting

to encourage a 'local pride' mentality, but basic and regular high quality cleaning needs to be the role of the council, despite other demands on our finances.

St John's feels like it is cut off for pedestrians and cyclists by the A2 and A20 as well as DLR and river Ravensbourne.

It's near the hospital. It's on a main spine way. The area needs improvement. Some of the highest levels of air pollution in the Borough.

Our streets need to be safer and healthier. They are too car dominated.

Deptford and, more specifically, Evelyn Ward is in desperate need for help in this regard. This is one of the most populated areas in Lewisham (which is set to raise even more in the coming years) and the most polluted as it contains the most used roads to get into central London or cross the river.

This area is heavy with fast moving traffic and most of the roads are unsafe for pedestrians or cyclists. Pavements are in desperate need of repair in most areas especially in the north of the borough where it meets Southwark. Safecrossings are few and more are needed to ensure people can travel safely on foot (especially those with low mobility or people with prams and young kids).

There is far too much traffic in our streets. This is evidenced by the traffic surveys done by Lewisham, analysis done by LiveLee, the pollution map produced by KCL and the tracing of traffic movement on Google Maps.

Both parts of our neighbourhood in Lee Green have petitioned the council about this so our ward councillors both Lewisham and Greenwich know about our concern about rat running, commuter parking and pollution.

LiveLee have put forward proposals to remove through traffic and stop commuter parking at low cost to the two boroughs.

Traffic is cutting through a network of residential roads in the morning from the A20 at Abergeldie Road to Horn Park Lane to Upwood Road then Cambridge Drive and Dorville Road before crossing Burnt Ash Road and onward to reach Lee High Road or Hither Green Lane. In the evening the route is reversed.

Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green junction.

I fully support the Deptford Parks Liveable Neighbourhood project. The Evelyn ward in North Deptford will see the biggest increase in population of anywhere in Lewisham. There is no masterplan and LBL planning have neglected the area. Our political representation has been poor to non-existent in the last 8-years and looks set to continue.

However, the DPLN area can and should be extended to include the whole ward. The Healthy Streets/Neighbourhood initiative should be implemented in North Deptford because:

1. The population is set to double
2. The area is in Zone 2
3. Public Transport infrastructure is already at capacity
4. The Rotherhithe Walking/Cycling bridge will have a huge impact on the area and needs to be supported even though it is in Southwark
5. We have no meaningful political representation
6. Residents demand it
7. As a riparian area we can access the Thames Clipper i.e. ensure a new wharf is built on Convoys Wharf
8. We have 43% child poverty
9. We have a high level of diabetes and health problems
10. The increase in population will put pressure on our transport, parks, green spaces amenities and streets.

Our area has a lot of history and future potential, but is currently being vastly overdeveloped, with the approval of high-density developments, including large towers, to be built on every scrap of green and brown areas with no additional provision of essential services (already badly stretched). Air quality along Deptford Church Street (for instance) is already dire and traffic there is both too heavy and inadequately policed, leading to regular accidents and near-misses...this is the situation along most of the area's main roads. Given there are many families in the immediate area, this has a very negative impact on children's health and lifelong habits. But given the existing green spaces - particularly mature trees - and strong sense of community and willingness to engage locally, this situation could be substantially improved and in fact come to be an example for others.

Despite recommendations from insiders within the council, my children's school Brindishe Manor continues to have dangerous access on all walking routes, with pavement parking, two-way roads that should be one-way

To dramatically improve the quality of life of all residents in the neighbourhood.

There is so much traffic and pollution on Lee High Road. You can smell it in the air as soon as you walk onto it. You can see the dirt of the pollution caked onto the walls and bins of the houses on the road. All the young children on this road have breathing problems including my own daughter and I'm convinced that this is a result of the pollution on Lee High Road. There are too many cars on that residential road.

Ladywell road and Vicars hill are rat-runs for when the traffic builds up in Lewisham centre. There are often 15-20 cars queued up in Algernon road too. The re-building of the Lewisham roundabout has not relieved this perceptibly. Rat runners drive faster and more heedlessly than local traffic, due to the perceived need to beat the traffic on the main road (before coming to a halt in Catford). The NCN and the Waterlink way go down Algernon road, but there is no actual protection against heavy through motor traffic, and the speed bumps got lower and smoother the last time the road was re-surfaced. A particular specialty is going the wrong way round the traffic island at the bottom of Vicar's hill, where a pedestrian is going to be looking in the other direction when crossing the road. That island is a crossing on the route to several schools. A modal filter at the junction of Hilly Fields Crescent and Tyrwhit road, and some sort of maze of one-way and modal filters in the rest of the street grid between Brookbank and Ellerdale might reduce the allure of the rat-run, while making it possible for inhabitants to escape onto the main roads where necessary. The only existing cycle provision in the 'Hilly Fields' grid of roads is some cartoon bikes painted on the road.

Congested, parking problematic roads not solved by CPZs with poor pedestrian facilities including near Hither Green station cyclists directed onto 'shared' footways that are already inadequate for pedestrians due to parking.

Appendix D
Online Survey – Question 11 Responses

Do you think there are any objectives or schemes missing from Lewisham's Vision for Rail?

Full, unedited responses from respondents:

Essential to retain the Grove Park Bromley North rail link to help minimise road traffic to and from Bromley. It is noted that Sunday service has already been terminated.

Re-installment of Forest Hill line trains to Charing Cross

Later London Overground train service to/from East Croydon

Prioritise step free/disabled access to all stations in Lewisham.

Maintain the character of the stations if they have old canopies etc

Improving the reliability of local train times - if these were less unreliable, more people would be able to use the services.

To make the stations look better. The front of Grove Park looks awful.

More trains stopping at Hither Green as currently conditions are terrible at rush hours.

Noise reduction along the tracks where trains pass near residential property.

Grove Park Station linked to the tram network along the railway spur line to Bromley North then a new roadway tramline link to Beckenham Junction.

Above ground design impacts (eg for Bakerloo line air vent locations, New Cross to Lewisham Overground extension and on the Lewisham Station interchange zone as linking south and on resolving the wholly inadequate associated looping bus routes as constrained by the extant railway viaducts/bridges

This is motherhood and apple pie - who wouldn't support improved rail transport. However I have no faith LB Lewisham will have any power to implement. It's also out of date - change of franchise for southeastern in 2018? Huh. More months of cancellations, drivers failing to turn up, trying to squeeze into dangerously packed carriages - what can Lewisham possibly do?

Motorcycle options such as secure parking for motorcycles and mopeds

yes, it doesn't seem to add anything to east-west connectivity unless you extend the Bakerloo line to Lower Sydenham - why not do this at the same time or directly after the extension to Lewisham? you have identified Lower Sydenham as a growth area - where is the increase in public transport to and from it?

And why no mention of Southern rail? assuming they'll metroise? in which case what happens to our long distance service though East Croydon?

Access for All at Hither Green Station.

Lifts and ramps to all 6 platforms.

It's essential.

Ensuring residents can easily get to stations. The south catford ward is a distance from stations and buses are poor, slow and overcrowded.

Hither Green Station is a missed opportunity. It has 6 platforms and over 3 million users yet you have to get TO Lewisham for the interchanges. Sometimes it is impossible to get on the train at Hither Green because everyone is going to Lewisham (where they all get off the train!). Hither Green Station needs a major upgrade and also to be step free.

Higher capacity on all trains for rush hour

More opportunities to travel across SE London please, without having to travel into zone 1 and out again

Improved rail service to the Sidcup line (Lee, Mottingham etc). This line tends to be neglected when it comes to improvements. It would benefit from services that are more frequent and with greater variety of direct destinations, e.g. running to and from Victoria as well as Charing Cross.

This may fall under the proposed 'Metroisation' scheme but the definition is a little vague. I'm in favour of more frequent services, but concerned that if this means providing 'a more simplified network' the service may become less convenient (e.g. if more interchanges are required than at present), or that it may preclude introducing a greater variety of direct destinations.

More transport police.

Completely missing out North Deptford and it's huge increase in population need to plan for getting people to work extend DLR from Greenwich - to Convoys wharf ? We need a masterplan for Evelyn Ward that includes public rail and river transport-

Bakerloo extension to Catford

We need lifts at Hither Green station.

Extend Overground to stations beyond Lewisham. Extend Thameslink to Hither Green. In both cases direct trains without changing would improve connectivity at this important interchange.

I would implore you to consider a train that goes straight from Brockley / New Cross Gate etc direct to Charing Cross. That would be the best thing possible.

The idea of making Lewisham south-east hub is very good, but it must be truly backed up - just consider the size of Stratford or Clapham Junction stations. They are at least three or four times the size of Lewisham, yet Lewisham is the 10th busiest station for interchanges in the UK (just national rail, not even national rail to DLR), and is supposed to be on a par with Stratford and Clapham.

The station is clearly not built for this - we need to be thinking long term about a total redevelopment. This is particularly important for when the BLE arrives, and - in the shorter term - for the new developments that are being planned and constructed around Lewisham station.

We need some serious money behind these plans. Some has to come from the council, but Network Rail and the new franchise holder must also put their hands in their pockets, as should the housing developers with their CIL money. Most importantly though, we need DfT on our side. Time to get political. Get the Tory MPs further down the line whose constituents change at Lewisham every day, and make sure they're backing the campaign. Use Heidi Alexander. Go to DfT with a well backed up, thought through and part-funded plan and insist that they fund the rest. We'll need at least £300m to completely redesign the station.

I think you're going the right direction to get us connected with other central locations. More work to reach west London would also be welcomed.

Do not agree for further housing development without agreement for transport improvement and development to support the influx of resident and passengers.

The capacity of Lewisham station.

Covered bike parking at stations.

Lifts and access are a huge issue as services are often down. Services are needed east to west.

I catch a morning train from Lee Green to mainly Charing Cross, London Bridge or Cannon Street. I have to stand every morning and sometimes on the way home too.

The problem is the trains are full by the time they get closer to London so I really do not know how this problem is going to be resolved.

It is a critical error to terminate bakerloo line at lewisham at phase one. It should extend to at least the 2nd busiest station in lewisham - Hither green.

I notice that in promoting improvements recently, St Johns was left out.

Was that intentional?

Get the Bakerloo extension sorted before we all die. You've been going on about it for decades and STILL it has not been built....

St. John's station is under-serviced. It should be included on the bakerloo line extension and the east London line extension

Southeastern have to increase capacity. Often it is not possible to board an 8am train at Lee for no apparent reason.

General increase of reliability, frequency and capacity.

End the situation where one single minor problem brings the whole network to its knees for a whole day.

I see nothing in the document for me living in lee

Faster trains from existing stations (lee) with larger capacity.

I live on Dallinger Road and the entire road has noticed a huge increase of commuter traffic using our road as a rat run.

They take no notice of the speed limit and race up and down all day. There are many small kids on

our road and their lives are being put at risk by this increased traffic, not to mention increased traffic pollution.

What are you going to do about it?

Get rid of the goods trains that screech past our house at night (Hither Green depot) Have more trains at rush hour in am and pm

Improve access at Hither Green station by installation of lifts.

Metroisation of rail services will lead to the need to change trains more frequently, making access for disabled and vulnerable rail passengers more problematic and reducing the attractiveness of rail travel for all.

Lewisham has little power to deliver these rail schemes and would be better supporting residents by concentrating on access and safe routes to stations, reducing road traffic and commuter parking in streets close to stations and enabling cycle storage and disabled transport pick up points near stations.

You make no mention of decarbonising transport or have the capacity to do so. Yet. Hopefully with a more informed, forward thinking administration that will come to pass

Deptford rail station, getting back a direct link with bus routes, like the 47 bus.

Step free access should be priority over everything else initially. Hither Green Station, despite being a major interchange with 6 platforms, remains to be accessible only to able bodied users and those without a pushchair

The East Croydon bottleneck programme - direct trains to Sydenham and easier ways to get to the south coast

Increase the service frequency for the rail connections from Lee to Lewisham and onwards. Convert the rail service from Lewisham to tube services going to London Bridge and beyond

There still seems to be a bias to going South from Lewisham rather than South East as well. The plans don't seem to address overarching issues of future developments putting increased pressure on the stations down the line from Lewisham : for example, Kidbrooke, Hither Green, Lee.

I love the connectivity in Brockley - that's why we moved here. <30 mins to Shoreditch. Wow!

Overall I support any initiatives that would improve public transport and remove cars from our congested roads however there is a MASSIVE gap in the plans that will merely serve to leave areas in the borough as the poor relation, suburbs such as Lee, Hither Green and Grove Park where real family sized homes that are affordable available yet will not be better served by any of these improvements, transport links inherently push up house prices (Lewisham is a travesty with its high proportion of flats all aimed to serve the single person that is a higher than average earner and who benefits from these transport links. The plan needs to consider extensions toward Lee and Hither Green, for example a DLR spur or Bakerloo spur line.

Don't understand why Lewisham support ext of Bakerloo through to Hayes! Why not through to the South of the Borough, ie via Bellingham Rail & into Bromley South? Going to Hayes takes it out of the Borough. I gather you believe this is to link to Croydon Tram link but link from Bellingham or Ravensbourne to Beckenham Junction would provide a better more integrated service for more LEWISHAM residents & workers.

PLEASE don't support it leaving the borough after providing improved services for residents in the north of Lewisham only. They have the DLR, better rail links etc. Even Catford Central has two rail stations. In Catford South we have only Bellingham etc & it's a disgracefully poor service from an almost abandoned station. Clerly Rail & Council have little idea how well used this station is & how far people drive to get there, only to be held hostage by Thameslink / Southern / Govia as there's no alternative.

It is NOT called New Bermondsey.

It is called SURREY CANAL

Please don't call the station New Bermondsey. It is not a place and it is confusing as it is far from Bermondsey and South Bermondsey.

Thanks

Not enough information in pdf about brockley plans. The Lewisham plans seem made just to help the residents of the awful high rises that blight the landscape get to work faster - lucky them. The whole system around there is a nightmare well done council. Must have been planned after the Xmas party

1. Reduction of suicides across open access platform lines

2. Safety and security of passengers at night time across unmanned stations.

Additional capacity at Lee Station would be welcomed as trains are becoming increasingly busy and some of the trains on this line do not stop at Lee which seems unfair.

Not sure

All stations should be accessible for everyone. Lewisham should use funds to which it has access to pay for improvements at Network Rail stations - these should include step free access to all platforms, easy step-free interchange between platforms, turn-up-and-go facilities for all, wider and safer pedestrian access to stations and the end of commuter parking at stations except for blue-badge holders.

Lewisham council should resist changes to rail services that limit the number of central London stations directly served from any station in the borough. Metroisation will cause delays for everyone and especially those with temporary or permanent mobility issues of any kind.

Lewisham should challenge Network Rail to improve journey times. In recent years journey times to central London have increased. Improvement of journey times on services that give access to the Elizabeth Line at Abbey Wood should be sought - this affects both the Sidcup and Bexleyheath lines timetables where there is an opportunity and capacity for much improvement.

Lewisham should challenge Southeastern on published performance data every month to keep up pressure on the train operator to deliver reliable and clean services.

I would like to see much better connectivity to and from Downham, whether it be train, bus or cycle ways. It is a relatively safe area in terms of fatalities, even on the A21, and should be a prime area for a cycle way, and the local residents are very upset that I understand that funding to develop a central cycle way along the considerable green areas and parkland has been withdrawn. It is no good ignoring the needs of Downham, which is the poorest ward with high childhood poverty, it will only store up trouble for the future. There is high unemployment and there need to be imaginative plans to extend opportunities for employment, entrepreneurship, and small workshops with transport connectivity for bus, cycle and walkways. Also train connections are very poor, with only Grove Park to the north east and Bellingham to the north west, neither are in Downham Ward. Could the Bakerloo line or Overground have a branch extension through Downham to Bromley? This would make the most massive economic difference to Downham, as I experienced with the coming of the Overground to Forest Hill.

There seems to be a disproportionate level of activity for the north of the Borough

The 'New Bermondsey' station should not be called this - it isn't in bermondsey.

The new overground station in New Cross/Deptford should and will be called SURREY CANAL and not NEW BERMONDSEY STATION.

Why has New Cross direct service to Charing Cross still not achieved? I appreciate it's now easier to change at London Bridge than in the past, but we used to have a direct service!

Disabled access at hither green station

Rolling stock needs to be fit for purpose.

No

Rail transport nodes (such as Lewisham Station) need adequate platform spaces to tackle present and future increasing peak congestion.

Appendix E
Online Survey – Question 14 Responses

Do you have any other comments about the LIP?

Full, unedited responses from respondents:

Bus routes need to be available but rationalised if not used enough - buses are great but can often be a major contributor to congestion as tfl take away much needed bus lanes.

It would be good if small changes were made where they could be made. Things that could already be done now seem to be beyond the scope of our council.

In terms of electric charging points - this does not seem to have much of a mention in this survey. We got CPZ last year. In the consultation leading up to this - we were told that we would probably get electric charging points locally or more shared cars. This did not happen. We have been wanting to get an electric car (we have changed our current car twice since the consultation started) whilst we had the money to do so. My husband is now retired and it is unlikely that we shall change our car for another 10 years. (We usually average owning a car for about 15 years at a time).

When we asked why the electric charge points did not materialise with the CPZ - apparently it was merely a recommendation, not a promise.

So we will hang on to our petrol car until it is run into the ground. We purchased it this summer and will probably not replace it until 2030.

Please initiate a feasibility study of tunnelling the A205 under Forest Hill.

Ban all on road parking throughout the borough in front of schools and 100m either side of any school entrance used by school pupils, and certainly remove all on pavement parking bays within 200m of any school entrance.

Allow children under 18 to ride on the footway throughout the borough.

Consultation with existing Amenity Societies as a coherent means of linking to extant community knowledge is strongly recommended to avoid fragmentation. This implies that some of the Neighbourhood Areas should be rethought/refined. Brockley Society strongly supports this approach and is willing to help deliver agreed aims consensually. Use of the LBL Planning Community Group Forum should also be considered. The next meeting is on 08 November 2018.

Should be a much more ambitious scheme to put the A205 into a tunnel from Lee westward to at least Borough boundary

Needs some historical context, i.e. how previous LIP funded schemes were delivered, what was delivered and what the outcomes were/are. Where is this information and how was this consulted on?

Totally misguided and the targets for modal shift are very unlikely to be achieved. Very unrealistic in many areas.

This document sounds like hot air. How can anyone disagree that travel in Lewisham should be easier and healthier? However, other than floating ideas and putting a fairly small investment into schemes, there is nothing concrete in the proposals. It would be great for LBL and TFL to be much more radical such as car free days on major routes. It's all a bit wishy washy.

You need to focus on removing cars, removing parking spaces and encouraging other forms of transport. At the moment, you do very little of this - and are very bad compared to other boroughs where, for instance, cycling infrastructure seems to be taken seriously.

its disgraceful that Motorcycles and powered two wheelers are not even mentioned in this consultation. It is also disgraceful that residents of lewisham have not been informed of this consultation in order for them to be allowed to make a decision and so this is very unfair to local residents and is favourable to the Mayor instead, its very underhanded and i shall be taking it up with my Local MP and other parties.

please extend the low emissions bus corridor to Bell Green and make the interchange more pedestion friendly by making level and shorter routes separated from the traffic around the site and on up the hill to bellingham. I think all planners should be forced to traverse bell green with a pushchair, an ambulant child and a bag of shopping, at least once, before any decisions are taken Take it seriously and get the work done.

It's not just about increasing commerce in the borough.

It's about the air we breathe and the chances we all take crossing the roads here.
We live here and we care.

Please put a crossing at the junction of Torridon Road and Brownhill Road; repaint the yellow box at that junction resurface the pavement and road at the Hither green station end of Torridon Road (inside the south circular).. Please upgrade Hither Green Lane to the same standard as Manor Park and Sangley Road.

I don't think there is enough focus on how difficult it is get around Lewisham as a family. We use zip car flex but that means we have to carry the car seats with us to the vehicle and then at the end of our trip removed them and carry them round with us at our destination. If we get the bus to somewhere like Greenwich, we will end up getting off the bus at least one on the journey to make space for a disabled passenger and waiting another 20mins for a bus. If it's raining there may already be 3 buggies on the bus and we have to wait another 20mins. Our local train station is not accessible and means I have to lift my son and his buggy up >50 steps to get to the platform. We have tried very hard to not buy and use a car in Lewisham but we are struggling here versus the previous borough we lived in where the train stations were accessible, and the buses more frequent. Families need safe roads, accessible stations, and space on buses for buggies. Realistically mother's can't just fold buggies with sleeping children in them. They are just thrown off buses daily in Lewisham. I understand this is due to a legal ruling but the buses need more space for families. Did you know some of the single decker buses serving Lewisham have a central aisle so narrow some buggies can't drive down them? These are of little use to young families. I'd like there to be a clear plan on how families without cars are meant to get around. Currently I just walk most places, but my next health visitor appointment is a 45mins walk away. If it's raining that day, I'll probably be spending that 1.5hr walk there and back getting wet, thinking living in Lewisham really requires a car.

Good luck

Hopefully targets will be met in times specified

It's too lazy, not ambitious and underfunded.

Yes we need a masterplan for North Deptford Evelyn Ward - removing bus lanes are not going to help increase public transport infrastructure- think about new buses that purify air as they drive around - green up all walls and buildings near roads- help realise new parks in Evelyn - give us a masterplan we have the solutions for iur area -

Better crossing Torridon and south circular

The South Circular needs more safe places to cross. Torridon Rd, for instance, is a main pedestrian thoroughfare yet the lack of any crossing and the timing of the traffic lights means there is no safe way to cross the South Circular on this road.

Most of the narrow, residential streets are not appropriate for two-way traffic. A widely implemented one-way system, with contraflow cycle lanes, would improve road safety, traffic flow, air quality and journey times..

Invest more in the cycle network. Some roads are still incredibly dangerous.

Overall, we'd like to see less traffic - noise and air pollution, and more train availability. The bakerloo extension would be very welcome.

Very good to see Lewisham grappling with present problems and considering future needs.

Obviously I am biased but I can only reiterate my concerns about Drakefell Road.

Hundreds of families live on this road and we all feel the same, something has to be done about the traffic.

It's good to see the council being ambitious, and in general, I think you have the right balance. My worry is short termism (council approving developments or regeneration without thinking through the huge transport costs) and the lack of joined up thinking between different groups (the council, GLA, Network Rail, TfL, DfT etc).

Ban diesel cars and those with high emissions.

none

I frequently walk along Willow Way, Upper Sydenham, with my young children and pushchair. I am alarmed at the number of 'dumped' cars that appear to be parked along this road. With the majority of the cars also parked on the pavement, this quite often makes it impossible for me to walk on the pavement with my double buggy, therefore forcing me and my children to walk in the road.

I feel that with the large amount of lorries which frequently cause a road block by also parking in the middle of the road to unload, makes Willow Way a no-go zone for pedestrians, cyclists and motorists.

I am of the opinion that this small back street does most certainly not lend itself to the industrial/commercial buildings, which unfortunately appear to have blighted what no doubt was, and could be a pretty residential side street once again, for all of us local residents to enjoy. Safe cycling lanes and disincentivise car use for the frequent short trips that take place, including to primary schools

Central Lewisham and Catford need a lot of attention and work.

Dallinger road and over other rat runs need to be curbed immediately. It's very serious.

We need to do something about commuters from Kent driving into Lewisham and parking for free for the day so they can save money on their travel card from zones 2 and 3. This is causing mayhem for residents of the borough and simply isn't fair. .

I would like to be informed about any events where this is discussed publicly. I feel very passionate about this in my area and would like to volunteer to help in any way I can

Difficult to take this survey seriously when electric charging points are being introduced too slowly and too few. Trees are being chopped down. Green public land is being given away to development. Positioning of new school entrances on polluted roads, exceeding EU maximum pollution levels. Developments are taking over pavements forcing pedestrians to walk on dangerous roads. I have also watched and then helped, a wheelchair user to try to negotiate pavements to get to a bus stop.

I could go on.

However, I notice that if there is money to be made (eg introduction of CPZ) LBL is very quick to introduce it.

I think that this is a cynical ploy to make life more difficult in Lewisham.

Please help St. John's to reduce traffic and pollution. There are many schools in the area and the kids are exposed to high levels of traffic and pollution

Don't make small roads one way or no entry. Makes it very hard for the people who live in them to get around.

Introduce fines for parents who sit outside schools with their engines running- Coopers Lane Primary there are some parents who are outside the school for over an hour with the engine running.

We as a community are fed up with the rat running during peak hours of the residential streets of Lee Green and Lewisham we are also fed up with commuter parking and the garaging of commercial mini buses and vans in our streets we need a CPZ now to end this

Smoking on public transport was banned, can we now have a total ban on eating on public transport .would help obesity crisis, a nicer journey without the smell and also cleaner handles.

I think it is not a clear, well written document. It seemed to focus too much on the cycle and walking routes across Lewisham and not enough on improving all local streets so that people in all areas were motivated and felt safe to take 10-20 minutes exercise - especially people with a disability or perhaps with children or in the vicinity of all primary schools. There was not enough detail or commitment about what could be done or engagement with local groups. It is not just about planting trees - though that would be welcome.

I am not sure how the priority neighbourhoods were decided and there isn't enough detail to know whether I would support the plans.

Lewisham Council do a great job. Thank you.

I live on Dallinger Road and the entire road has noticed a huge increase of commuter traffic using our road as a rat run.

They take no notice of the speed limit and race up and down all day. There are many small kids on our road and their lives are being put at risk by this increased traffic, not to mention increased traffic pollution.

What are you going to do about it?

This is a good, positive document which identifies many of the correct priorities and measures to deal with them.

Please be bolder, more creative, you have an opportunity to make a difference and make Lewisham a place people want to be as opposed to leave. It's such a depressing place to live

The problems identified are correct, but the proposed solutions are nowhere near ambitious enough. Lewisham's residential streets are plagued with traffic and the associated danger, pollution and

noise, and this results from prioritisation of motor vehicles that continues to this day. Recent projects (such as Manor Lane improvements) have produced only very minor improvements despite a large amount of money being spent. A sea change in attitude to traffic and ambition to tackle it is needed. Urgent action is needed to put in place physical restrictions to block through traffic from residential streets as standard and to provide completely safe, physically segregated spaces for residents, pedestrians and cyclists.

One one further point, the LIP must promise that EV infrastructure will not take space from pedestrians or cyclists - its installation must not take pavement space or space which would be better used as cycle parking or a cycle lane. It should only ever take space which would otherwise be allocated to vehicles (for example build-outs between parking bays).

Yes, I live on Dallinger Road, SE12 0TJ and there is a disturbing amount of traffic that has been using the street in the last few months. I fear for my 11 year son who uses the road for the school run. Since the road was resurfaced, the speed bumps have been minimised meaning the cars hurtle down the street with no regard for anything.

There is little signage on the street for the 20mph speed restriction.

I would urge this to be looked at, as the traffic presumably will get worse.

Apparently, on Sat Nav's, the street is a cut through if the South Circular is busy.

Can this be addressed?

Concerned resident.

The process of responding to the LIP 3 is not user or resident friendly. Local residents should be an integral part of any consultation process on plans that affect them so profoundly. It is not sufficient to expect consultation to be carried out through Local Assemblies - this does not enable access by disabled residents, older residents or those caring for young children or sick and disabled relatives. Future planning processes should be made accessible and transparent for local residents to comment and respond.

The LIP 3 does not sufficiently consider the needs of vulnerable pedestrians in its planning processes. This is an equality issue and must be taken seriously in every planning consideration.

Two thirds of all journeys in Lewisham are made by public transport or on foot with only 1.5% of journeys made by cyclists. The LIP 3 balance of expenditure on cycling is therefore out of proportion in comparison to others modes of transport.

Pavements shared with cyclists are particularly dangerous for vulnerable pedestrians and should not exist in the borough. The situation has been made much worse in recent years by the existence of these shared pavement schemes and appear to encourage the wider use of any pavement by cyclists. This should be tackled by LIP 3 as a matter of urgency.

Electric vehicle charging is not a priority for Lewisham and should not be developed where it creates a danger for pedestrians by introducing trip hazards or reduces pavement width. All electric charging should be off road as it is currently for petrol and diesel cars. Electric vehicle charging should not be used as a substitute for improving air quality within the LIP 3.

Yes. Paying lip service through these consultations are abuse of position and mismanagement of public funds when you push through developments that create exactly the opposite of what you outline here as your aims. You cannot cut down old growth trees AND talk about sustainability, green corridors and happier constituents. Why would anyone want to walk or cycle through areas 6 times over the base line limits in terms of pollution.

You are frauds and the game is up

Resign

The convenience and need for flexible journeys - short, medium and long - by cars and other road transport vehicles should not be undermined.

Commerce, industry, jobs and the general economy depend on this flexibility.

Vehicles will continue to evolve in form, and energy propulsion - giving rise to more vehicles in the future, not less.

Likely these newer vehicles will be 'nil' polluting when measured against today's pollutants.

Likely that many will be 'self-driving'.

Encourage development of new public transport vehicles and modes - like bus/tram, that can stop when conveniently needed (not just at designated stops).

The 20 mph in the majority of the borough is ridiculous & causes more emissions throughout the borough. It is a pleasure when I cross over to Bromley with their realistic 30 mph when traffic permits. Overall there are less bottlenecks on Bromley roads with less traffic buildup

I would like Lewisham council to reduce rat running of our local streets and stop commuter parking

Rat running in my local area is causing me real concerns for my safety and the wider communities also the commuter parking is becoming a major problem as every spare inch of parking is being used which is making crossing the road hazardous we are also having commercial vehicles parked in our street over night / weekends with their drivers committing in their own cars collecting the commercial vehicle parking their cars and basically using our streets as a free car lot

Please deliver on what you promise, and do it for the good of the residents, informed by expertise and not motivated by political gain.

I am a resident in the ward of Lee Green and I am plagued on a daily basis by rat running, inconsiderate commuter and school parent parking. People park across my drive at least once a week and this causes me considerable stress and often delay. My street is like a car park during rush hour preventing my ease of access in and out of where I live. My young child is subjected to high levels of pollutants playing in the garden and anytime we walk to or from our house during rush hour. It is incumbent on you as leaders in our borough to protect your residents, please listen to us.

As a regular domestic visitor to family in Upwood Road and speaking as a local approved driving instructor who uses these roads and the nearby Hither Green Driving Test Centre, I regularly witness accidents and road rage incidents in this area and am appalled that Lewisham Council have neglected to do anything about this ever worsening situation thus far! Abergeldie Horn Park Upwood Cambridge Drive etc have been used as a rat run for years by people desperately trying to avoid South Circular and A20 congestion and the use of Upwood and Cambridge Drive for parking for both Lee Station and Colfes School has now made these roads downright dangerous for drivers, cyclists and pedestrians alike! I recently saw a White Van man swerve violently onto the pavement opposite ~ 60 Upwood to avoid a gridlock stand off meet situation, drive along the pavement wholly for at least 50 metres and then swerve back onto the road violently to avoid a mother who had parked across the pavement at 90 degrees to pick up her child from Colfes. This was at around 3.45pm when the area was full of schoolchildren!! It is only a matter of time before there are KSIs on this road.

We see too much public money being wasted on ineffective schemes. Cycle routes that stop and start. Speed bumps that do NOTHING to reduce speed. 20mph speed limits that rely on self policing and end up creating more danger by overtaking motorists. Huge road redesigns and investment with NO cycling facilities (Lewisham town centre). We need policy that actually works and good public transport to encourage people to leave the car at home. The roads are dangerous places for cyclists, encouragement of drivers to make room for cyclists to encourage more people to cycle. I would love to see new territory, like the railway cuttings or very quiet estate roads to be opened up to active transport.

in summary

Better measures to address traffic in the Lee area, south circular and all roads heading into and out of Lewisham via Bromley and Greenwich, a good plan cannot be successful without our neighbouring boroughs sharing our objectives. Need to drastically do something to address cycle roadways (those we have are far too dangerous to use) look at the public transport issues for Lee, Hither Green and Grove Park

Some of my 'too ambitious' comments relate to more being unrealistic.

You do not seem to have addressed the needs of the elderly & those with impaired mobility into account sufficiently.

Please sort out the traffic chaos in Upwood Road and Horn Park Lane.

SEE PREVIOUS COMMENTS

Cambridge Drive has changed dramatically for the worse since local other streets have had parking restrictions as now people are parking their cars for the day to go to London have all come to Cambridge Drive whereas before all areas shared the problem. Another problem in Cambridge Drive is that people are parking vans and lorries in the street and leaving them there for days.

North Deptford

Healthy Streets programme for Evelyn & Pepys Estates.

Controlled Parking across Zone 2.

Proactively support Cycle Superhighway 4

Secure Thames Clipper (Subject to 3rd Party agreement)

Call the new station Surrey Canal

Increase cycle parking (cycle hoops) urgently.

Close roads and use existing closed roads more effectively.

Half the pages would not open the pdf and if it did and you return back to the beginning of questionnaire.

Wish we had more info, leaflets to residents as not everyone is on the internet and we could review plans better prior to commenting.

Lewisham is not a nice place to live anymore and I don't believe we are listened to or our views taken on board. Sad times

that green space should not be sacrificed in any plans

Limited vision prescribed by key stakeholders with little regard for the failure of accessible, safe, reliable and efficient transport in a major London suburban area strongly predicts failure of the LIP from the outset to do anything other than create a 2 Tier citizenship by the ULEZ of those within the South Circular Road, and those outside.

The LIP should recognise the failure of the ULEZ in Lewisham which sits across the boundaries and enforce either application of the ULEZ across and outwards towards the A222 or M25, or not at all.

Divisions and hierarchies in travelling are created by thoughtless implementation of the ULEZ; the Lewisham LIP can only be effective if anchored realistically within the assessment of current failure of orbital routes as inefficient and impractical family modes of transport across the borough; unsafe and unreliable.

Creative thinking by the LIP requires consideration of use of 'dead space' such as the Catford town parking spaces; Lewisham Council car park spaces to open up and invite commuters going nowhere in the middle of their traffic fumes to divert and park safely and spend more time in Catford town centre taking a break.

I live on top of the south circular ,there is not one day when it's not busy ,nose to tail every day ,the buses can't move traffic is at a standstill most times . It's the bridge on St Mildred's Rd , I don't know what the answer is .

It would be helpful to recognise the role of Colfes School as a contributor to traffic and air quality issues in the Lee area, particularly the large number of coaches and minibuses which park in the surrounding streets, sometimes leaving their engines running as they wait.

I support the shift in expenditure towards active travel but would like to see more expenditure that would result in fewer private motor vehicles and fewer private vehicle journeys made through the Borough.

The London Mayor's aim is that travel by foot, cycle and public transport is increased by 29% (or 0.7% per year) to reach 80% of all journeys by 2040. Nearly a third of all journeys in Lewisham are currently made on foot (with public transport being a little more than a third and cycling just 1.5%). Low traffic neighbourhoods are the best way to increase these journeys providing better opportunity and experience for people to walk and cycle. Lewisham is able to fund projects that encourage walking and cycling local journeys and journeys made to public transport and should prioritise its expenditure and expertise where it can have most impact.

I would like to see borough-wide initiatives to encourage walking and cycling rather than the more expensive and less effective specific-site projects. I support the "Healthy Neighbourhoods" in the draft Lewisham Local Implementation Plan and urge that the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

Many of the planned schemes fail to take into account vulnerable pedestrians, particularly those who are young or who are unable to get around easily. Lewisham should work alongside groups such as Transport for All and Lewisham Living Streets to ensure that schemes meet the needs of all local pedestrians.

Reducing vehicle traffic is a vital component of the London Mayor's Transport Strategy but the schemes in the Lewisham three-year plan may sadly not have the impact on vehicle traffic of a reduction from 766 to 747 million kilometres. The longer term target of a reduction to 635 million kilometres is based on the introduction of improved public transport over which the Council has no control and little influence. With much vehicle traffic in Lewisham simply passing through the Borough these targets seem beyond the Council's control.

Borough funding for healthy neighbourhoods, pedestrian improvements, cycling improvements, road danger reduction, improved air quality and noise and safer, active travel amounts to £4.735m over three years. Most of the aims of these areas would be met by low traffic neighbourhoods which should be implemented without delay using fast and easy methods of modal filters - road signs, bollards, planters and gates - that allow can bus only access and easy access for emergency services where necessary. Expenditure can be focussed on the main roads (which will still carry through traffic) and nearby open spaces - planting trees and shrubs that help make the air less polluted and reduce noise, the widening of pavements and the narrowing of the carriageway so that motor traffic moves slowly, steadily and safely.

These concerns are repeated for targets on vehicle ownership. These targets may be distorted by changes in use models for private vehicles through taxi/car club schemes that simply shift ownership rather than reduce vehicle numbers or use.

Pollution levels caused by vehicle exhausts may be reduced but only local NOx levels will be positively affected. Overall NOx levels may not change with a shift to electric vehicles and harmful particulate matter levels may increase due to tyre, brake and road wear and the re-suspension of road dust caused by heavier electric vehicles on local roads.

I would like to see emphasis within all the schemes on the delivery of cleaner air, better opportunity and experience for walking and meeting in streets and equity in access to the streets and public transport.

Without massive investment in all the alternatives to car travel and making the environment more healthy and a really pleasant to experience, aims to massively cut car ownership will falter. Some people do really need a car, and others have got used to the convenience, for instance the train connections to Hastings and that area are very poor and when I go down, I go in my car. Also the UK has one of the highest transport FARES in Europe. Cutting train fares in particular would REALLY HELP, and ideally buses should be virtually free but also environmentally friendly with low emissions. I am a pensioner and can use local public transport mostly free, wonderful, but I remember struggling to pay the fares for my son attending college out of our area.

Luggage racks and pushchair areas need to be bigger, but that cuts down seating. There are probably no quick fixes in a complex city like London, congestion zones worked well in the centre but would be inimical in the suburbs. Subsidising small electric cars and charging points are one way forward with good motability schemes for the disabled.

I strongly support the response to this consultation provided by Jane Davies on behalf of Lewisham Cyclists.

The plan seems to disproportionately focus on the north's of the borough - further consideration should be given to the other two constituencies especially Lewisham East

BLE works need to be more vocal about coming south of Lewisham Station. Currently there seems to be an acceptance that BLE to Lewisham Town Centre is good enough - it is not

The Evelyn ward has had two fatal traffic incidents in the last six months from November 2018. Clearly this should be considered when prioritising projects.

Whatever plans you choose to implement please make sure they are not as awful as the new system at Lewisham station; traffic chaos especially for buses at peak times..!

Zip-cars and bike hangars should be part of the mix. A secure place for the bike so you can find it in the morning to go to work, and a van or car if you need to move large items or frail persons, would do away with the need to have both sides of the road lined by parked cars.

Insufficient time to give intelligent consideration to LIP due to wide range and complexity of proposals.

No proposal that needs to be done 'today' should be planned for the far future.

Appendix F
Stakeholder Emails

POLICE

Nick,

Thanks for sending this. I've spent some time reading all the details and would obviously support it. When the various schemes are planned I will be able to comment in more detail and also forward plans on to our Designing out Crime Officers for their comment.

Regards,

Cath

[REDACTED]@met.pnn.police.uk

Road Safety Engineering Unit

Catford Traffic Garage

[REDACTED]

LEWISHAM CYCLISTS

Lewisham Cyclists' Response to London Borough of Lewisham Consultation on Local Implementation Plan 3 – October 2018

Dear Nick Harvey

We welcome the Local Implementation Plan (LIP) 3 consultation and support many of its principles and aims which are also reflected in the Cycle Strategy and priorities which we have identified with local people who want to get around safely and easily on bicycles. In particular we support plans to develop the A21 spine project; to create a series of Healthy Neighbourhoods, and to carry out other improvements to the network to make cycling and walking the natural choices to get around.

We are impressed with the range and ambition of the LIP, but note that funding is modest. Success will remain contingent on leveraging additional funding from TfL, developers, and other authorities, if capital schemes are to be realised, and targets achieved. We especially approve schemes that link local destinations, and promote active transport opportunities within healthy neighbourhoods. It is crucial that this integrated approach continues - unless schemes successfully deter traffic and increase participation in walking and/or cycling it is unlikely they will achieve targets to reduce car use, emissions and significantly improve air quality.

We welcome the target that 19% of residents should live within 400m of a LSCN (Lewisham Strategic Cycle Network) route by 2021 but note that is an ambitious five-fold increase on the current figure (4%). We hope that the Council recognise that delivering this objective needs a step-change in delivery rate of Quietway-type developments. We wholly endorse the proposed Healthy Neighbourhood measures to reduce through traffic in residential 'cells' via point closures and modal filtering, especially where this joins up the network. We hope that these can be mapped in order to offer the optimum joining up of previously dislocated walking or cycling journeys.

Additionally, the existing LCN (London Cycle Network) routes should not be neglected as at modest cost this could be much improved through better signing, maintenance and more effective joining up. We would very much welcome any further opportunity to give detailed feedback based on our members' experiences, of how the network can be most effectively improved to achieve this target. The usefulness of these existing routes, which generally utilise back-streets, will potentially be enhanced by the Healthy Neighbourhoods initiative reducing traffic volumes and speeds on the roads concerned.

Elsewhere in the document you mention the need to strengthen east-west active travel connections and we would certainly support any initiatives to achieve that object.

Other points on cycling specific interventions are:

Crofton Park Corridor (P87) – in previous consultations on this proposal we have asked for specific segregated spaces for safe cycling along this busy corridor. As it stands we consider the scheme is unlikely to encourage more people cycling, and will not reduce the number of people driving. In particular our members are asking for the corridor to be safely linked with nearby Quietways and LCN routes, and to provide safe access by bicycle to local parks, library, shops, and schools. In our view the scheme is unlikely to deliver measurable improvements in active travel and should be re-designed and then go back for further public consultation.

Deptford Parks Liveable Neighbourhood (P88) - in contrast to the above, shows real potential to connect local destinations that are readily walked and/or cycled, and we are very supportive.

A21 Healthy Street (The 'Lewisham Spine') (P89) – we are very supportive of this scheme and congratulate the Council for passing a Motion in support of this scheme. Linking the forthcoming CS4 in Deptford to the South of the Borough in Downham will potentially bring many more cycle journeys within reach of significantly more residents. If this is achieved there is potential for cycling across the Borough to be transformed, and Lewisham would become a leader amongst London authorities. Targets on active participation, emissions reduction, and proximity to a strategic cycle network would likely be achieved. In addition Healthy Streets and neighbourhoods would significantly

add to the quality of life of all residents bordering the A21 corridor, including the new development opportunities around Catford.

Healthy Neighbourhoods (P90) – we are very supportive of these and consider it essential that they deliver against the key defined principles. The Deptford Parks scheme is one model that could be used as a basis for other schemes that are driven by community support, and offer a joined up approach for local active journeys. However more modest interventions with a few point closures can also quickly make dramatic improvements to local neighbourhoods with other interventions e.g. public realm developments, following on in time. The plan to do two or three neighbourhoods per year is very exciting and has the potential to quickly provide a step-change in the local environment in the areas that are thus treated. We very much support the principle of trialling School Superzones, although understanding these would need to be accompanied by educational promotions, and safe routes to schools. We have a number of volunteer members who would be very happy to assist these at any stage in their development, including identification of routes and leading parent/child rides if that is needed.

Local Pedestrian Improvement (P91) – we would ask for improvements to the public realm near Lewisham Shopping Centre to be extended to include improved access for people on bicycles into the town centre. Currently this is poor and we would like to give more detailed feedback once outline plans are drawn up.

Local Cycling Improvements (P92) – we are very supportive of all these initiatives.

Contraflow cycle routes (P92) – One-way streets have dislocated a number of optimal cycle routes and are often a major barrier to cycling e.g. to schools. We have already provided Council Officers with a number of priority one-way streets for conversion into two-way cycling and will welcome the earliest opportunity to discuss these and other potential conversions.

Cycle Parking (P92) - We are always happy to provide views/locations on suitable cycle parking facilities. On bike hangers we would like to see the scheme accelerated if further funding becomes available, and urge the Council to be proactive in terms of reducing car parking spaces in line with the MTS.

Improved cycle routes (P93) - We are also very supportive of improved cycle connectivity including bridges across railways and paths through greenspaces. Lewisham's principle Quietways are very popular and we strongly support the development of further Quietways, particularly completely new alignments that open up new active travel opportunities in the Borough.

Air Quality and Noise (P93) - As people on bicycles we are all too aware of air quality, and support anything the Council can do within its powers to reduce toxic emissions.

Encouraging more people to walk and/or cycle clearly has the benefit of improving their health, but also reduces emissions for the benefit of everyone. We believe the Council must take a more proactive approach to deter drivers, and will add our support for any scheme that reduces traffic blight and rat running in local communities.

Complementary projects (P96) – We are glad to hear that Creekside is going to be improved but believe the road should be filtered to remove unnecessary through traffic – we are not aware if this is part of the current plans or not? At Bell Green we have previously given our views on the gyratory and the need to connect up the Waterlink Way better with the shopping centre. We have also commented on the need for a better crossing with Southend Lane. Further to that we believe that in the medium term the Bell Green / Sydenham Road gyratory should be 'un-scrambled' as it is very hazardous for cyclists and pedestrians and creates severe dislocation in the area.

In conclusion, with the above caveats we are supportive of LIP 3 and will be happy to provide further information as needed.

Jane Davis (Lewisham Cyclists Co-Ordinator) 23/10/2018

LBL NATURE CONSERVATION

As discussed over the phone. I am supportive of all the outcomes and can see the tangible benefits for the environment that will derive from the 3 year programme of investment, the Crofton Park Corridor, Deptford Parks Liveable Neighbourhood, A21 Healthy Street, Healthy Neighbourhoods, Local Pedestrian Improvements, and Local Cycling Improvements.

I would like to make a general comment about the Green Chain Walk Route. This 5 borough initiative and its collective management of the Green Chain Open Spaces, + the interconnecting infrastructure was a victim of various Council reorganisations and austerity. It has fallen off the agenda for all the respective Local Authorities and there is no identified Officer or partnership in place that is currently overseeing that the signage/accessibility of the connections are fit for purpose.

I believe that the last audit of infrastructure was conducted several years ago (2015-6?) and that the cost of conducting the whole 50 mile audit was in the region of £500-1,000. I think it would be a mistake if our local authority did not consider the need/aspiration to maintain the route and route finding finger boards/signage given our plans to support pedestrian improvements works and promote sustainable transport and links. It might fit into our aspirations to make pedestrian improvements and our support of a South Lewisham Links strategy.

Therefore, I ask that in delivering the aspirations of the LiP that we be mindful that the Green Chain Walk was established over 30 years ago and it forms the backbone and background to the All London Green Grid Area 6+. There will inevitably be a point in the future when this strategic linkage will become in vogue again and it would be short-sighted for us not to acknowledge this now and try and maintain what we have.

My only other comment is a factual correction.

I'm not sure how many times it occurs in the other documentation but I have identified in the Strategic Environmental Assessment page 21 a reference to the number of Sites of Nature Conservation Importance (SNCI). This states 70 but is actually 64 and it also states that we have 19 Local Nature Reserves (LNR), we actually have 6.

I hope that you find these comments useful and am happy to discuss,

Kind regards Nick Pond

Ecological Regeneration and Open Space Policy Manager.

FREIGHT TRANSPORT ASSOCIATION (FTA)

Draft Lewisham Local Implementation Plan Response

November 2018

Background

The Freight Transport Association (FTA) is one of Britain's largest trade associations, and uniquely provides a voice for the entirety of the UK's logistics sector. Its role, on behalf of over 17,000 members, is to enhance the safety, efficiency and sustainability of freight movement across the supply chain, regardless of transport mode. FTA members operate over 200,000 goods vehicles - almost half the UK fleet - and some one million liveried vans. In addition, they consign over 90 per cent of the freight moved by rail and over 70 per cent of sea and air freight.

FTA's mission is to make logistics safer, cleaner and more efficient. We seek to ensure that our members can supply our towns and cities with the goods they require every day, whilst reducing any social impacts – including air pollution. As information about the health impacts of some atmospheric pollutants has grown, the issue of lowering local air quality emissions has risen in its importance. The logistics industry accepts that emissions need to reduce compared to their historic levels.

FTA Response

FTA is supportive of the three core aims to encourage active travel, improve air quality and reduce traffic and congestion and the stated intention to balance the needs of all road users. It is vital to recognise the difference between discretionary journeys made by a private car and essential journeys made by commercial vehicles delivering to and providing services to their customers.

Whilst there are social impacts from vans and lorries, in terms of road safety and emissions, it should be acknowledged that there are also massive social benefits such as: enabling local businesses to function; employment opportunities in the logistics industry; and residents, visitors and the workforce obtaining the goods and services they desire at a price they can afford. Therefore, it is important that in seeking improvements to road safety and emissions, the borough recognises that the logistics industry is already one of the most highly regulated sectors and that continuing to heap further restrictions on to operators may result in undesirable outcomes such as business failures and higher costs.

Healthy Streets

FTA is supportive of the overall aims of this policy. However, there should be recognition of the important role that freight plays in the local economy, not just in terms of servicing and supplying businesses, but also for residents. If residents are to be

encouraged to live car free or to be less reliant on private cars, they will be even more dependent on the freight industry. We would be pleased to work with the London Borough of Lewisham to support solutions for managing freight and deliveries and hope that the borough recognises the good work that has already taken place and continues.

The predominance of residential property in the borough means that individual servicing, maintenance and personal deliveries will be a higher priority for individuals, especially for those who rely on public transport and given that the borough has improving levels of deprivation.

New developments must be designed and managed so that deliveries can be received out of peak hours and if necessary in the evening or night-time without causing unacceptable nuisance to residents.

Lowering motorised vehicle movements and reducing TfL Road Network speeds

As per FTA's response to Lewisham's consultation on proposals for a borough-wide speed limit of 20mph, we believe that whilst such schemes have a useful part to play in increasing road safety, they should not be applied in a simplistic or blanket fashion.

The standard limit for urban roads is 30mph. In recent years Councils, including Lewisham have frequently introduced lower 20mph limits in accident black spots or around sensitive locations such as schools. This is an entirely sensible action and one that is welcomed by the logistics industry. We wish to see our roads become safer places to be and such limits are supported as an effective and proportionate response.

However, the Association is concerned that a blanket approach has the potential to increase cost for the logistics industry without significantly aiding road safety. We fear that making the rules apply everywhere will reduce private drivers' willingness to obey the rules anywhere – reducing compliance and good driving in current safety hotspots. The targeted 20mph approach serves as a clearly understood warning to take extra care in an area, which a blanket approach would eliminate.

To the extent that these changes do slow traffic speeds across the area, costs will increase for the logistics industry. Extended delivery times increase staff costs and reduce the productivity of each vehicle. It should also be noted that HGVs are not generally designed to cruise optimally at 20mph and would be inefficient at these speeds. A lower limit would not provide benefits in terms of fuel use or, importantly, local emissions.

The consequential change in the business model will then translate into increased costs and reduced service for the local businesses that depend on freight – shops, industrial sites, offices and more. It should be remembered that every business, and indeed every resident, in a city is reliant on freight.

A blanket approach slows traffic not just in every location but also at every time – there are many roads where there will be few vulnerable road users around in the middle of the night and it therefore seems an unnecessarily regulatory approach to have such low speed limits in place at that time.

Delivery Consolidation hubs

Consolidation hubs can play a role in controlling, and potentially reducing, the number of freight vehicle movements into urban centres in certain circumstances. However, they should be targeted at vehicles which are not full to capacity rather than breaking up fully consolidated loads, as this could lead to more vehicles on the road, not fewer.

Many retail operators, for example, will already have heavily consolidated deliveries as part of their supply chain. For local authorities, or non-retail businesses receiving many deliveries to different locations, consolidated deliveries and joined up procurement can play a part in minimising movements.

The question of funding is also important because adding another link to the supply chain will incur cost, so it is likely that there will need to be some ongoing public funding.

Consolidation centres only work if they are in the optimum strategic position for cross docking. The lack of industrial land due to rising land values in London is pushing distribution sites out of the capital, leading to longer journeys and also an increase in vehicle movements. This is because EU Drivers' Hours rules limit the number of hours a driver is allowed to spend behind the wheel driving, effectively capping the length of a shift. In addition, companies have customer service levels to meet, so if journeys take longer to complete, then logistics firms are likely to react by increasing the numbers of vehicles they deploy, adding to costs, emissions and congestion.

The borough's proposals for centralised delivery hubs to reduce repeated trips for failed deliveries and redeliveries will not significantly address supermarket and hot food deliveries. Whilst consolidation hubs will be a potential solution for parcel deliveries, with perishable or temperature-controlled deliveries it would be problematic. Additionally, for parents of young children, older or disabled people, not having direct deliveries to their homes would be challenging.

The logistics industry is customer-driven. Ultimately, the freight industry delivers what the customer wants, when they want it. So, Delivery and Servicing Plans (DSPs) play an important role in better and more coordinated procurement, which can reduce vehicle trips. Public sector organisations have an opportunity to play their part in this, by seeking to proactively manage deliveries, ensure areas where safe and legal loading can take place have been identified and by selecting delivery companies that demonstrate a commitment to operating to best practice standards.

FTA supports measure to enable more deliveries to be retimed, to make better use of the road space available and to allow vehicles to travel when the roads are less congested which will lead to improvements in air quality. Transport for London (TfL) has recently produced a toolkit¹ on retiming deliveries and FTA chaired the consortium which provided advice and expertise to TfL on its development.

The London Lorry Control Scheme (LLCS) can restrict operators from making the most efficient journey in terms of appropriate vehicle, route and time. Whilst the LLCS is currently being reviewed, it would help achieve Lewisham's Implementation Plan, if benefits for operators who had moved across to cleaner alternatives could be exempted.

Removal of traffic from residential streets

Proposals for closing side streets to traffic has the potential to lengthen routes for delivery and servicing companies in reaching their customers. This could result in more vehicles on the roads and congestion. Care should be taken that removing traffic from residential streets does not increase journey times and reduce delivery efficiency, which may result in more vans to fulfil customer orders.

Deliveries to public houses require very close access to comply with the law. If they are located in residential streets, then road closures may mean that deliveries cannot be made legally, or safely into the business.

¹ <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-efficiently/deliveries-toolkits#on-this-page-1>

Loading and unloading

We want to see ample kerbside loading/unloading facilities to enable deliveries to be made safely, efficiently and legally.

Loading bay times on nearby streets should reflect the longer distances required to reach properties on closed streets

Large new developments or change of use should trigger an area-wide review of the signs and lines, and every high street should have a periodic review at least every five years to ensure that the facilities are still fit for purpose.

Long-term interventions and all development schemes should include plans for managing deliveries, servicing and maintenance, especially to ensure cost effective and timely supply of goods and services for town centres.

ULEZ

FTA does not support Lewisham's desire for the ULEZ to encompass the entire Borough ahead of the schedule already in place under the Mayor's ULEZ scheme, or alternatively for the existing LEZ standards to be strengthened.

The freight industry is already taking significant steps to meet the new implementation dates to address the environmental challenges across London and to upgrade their fleets in time. However, the supply of compliant vehicles is still quite low, and companies are currently facing difficulties in obtaining sufficient Euro VI/6 trucks and vans.

Any changes to the ULEZ implementation at Borough level will add unreasonable pressure, especially for the smallest operators. Fleets and specialist heavy vehicles operate across many locations and a patchwork of different standards will result in confusion for operators and reduced productivity.

Silvertown Tunnel

FTA does not support Lewisham's objections to the Silvertown Tunnel proposals. The Association is supportive of Government and City Hall proposals to develop a new network of river crossings in East London, including the Silvertown Tunnel, crossings at Belvedere and Gallions Reach and beyond London to the Lower Thames Crossing to reduce congestion and unlock growth opportunities. The existing number of crossings in East London is not sufficient to handle current and future traffic volumes and it is vital further crossings are delivered as soon as possible.

Summary of FTA View

- A blanket speed limit of 20 mph would not be appropriate on all roads across the borough, nor helpful to ensuring freight operates as efficiently as possible with the fewest vehicle journeys.
- Centralised delivery hubs to reduce repeated trips for failed deliveries and redeliveries will not significantly address supermarket and hot food deliveries and may be problematic for parents of young children, older or disabled people.
- FTA does not support Lewisham's proposals to expand the Ultra-Low Emission Zone (ULEZ) to encompass the entire Borough.
- FTA does not support Lewisham's objections to the Silvertown Tunnel proposals.

24 November 2018

Denise Beedell

Policy Manager – Vans and Urban

Freight Transport Association

██████████@fta.co.uk

GROVE PARK NEIGHBOURHOOD FORUM

Dear Nick,

Hope all is well,

Please find the link to Grove Park Park Neighbourhood Forums submission regarding LIP consultation, and the Local Implementation Plan, in regards to sustainable transport links.

This project includes thirty acres of Cycle paths, footpaths, bridle paths and reduction in air pollution, the project forms part of Grove Park Neighbourhood Forums healthy neighbourhood strategy.

<https://groveparkneighbourhoodforum.com/wp-content/uploads/Urban-National-Park-Landscape-Vision.pdf>

The project can be also be match funded by GLA GGF, which the Forum has already been awarded, EA's Natural Flood Alleviation funding, Thames Water SUDs funding and NHS funding.

Please note the Grove Park Neighbourhood Plan is now at HealthCheck stage and will form part of LBL's local plan.

DRAKEFELL ROAD ACTION GROUP (DRAG)

DRAG Response to LIP3 Consultation

Drakefell Road Action Group (DRAG) is a community group in the Telegraph Hill area of the London borough of Lewisham. Drakefell Road provides a key link between two stations (Brockley and Nunhead) and Telegraph Hill Upper Park as well as being a key route to a number of schools and a sixth form college. It has high footfall relative to other roads in the area.

In 2014 DRAG presented a petition to Lewisham council that was supported by 200 households. It has campaigned to remove heavy vehicles from this route; to encourage slower speeds; to bring an end to pavement parking and to re-balance the street to enable a safer environment for local pedestrians and cycle journeys

DRAG welcomes the opportunity to provide feedback on the Transport Strategy and Local Implementation Plan 2019-2041. We have worked closely with our local community for the past 4 years to understand the issues that residents experience and have achieved broad support for improved street design to address these issues. DRAG has been an early adopter of Healthy Streets and has received the support of GLA member Len Duvall who has helped us demonstrate the challenges we face directly to Will Norman TfL's Walking and Cycling Commissioner.

Challenges for Drakefell Road

Together with the local community, DRAG has identified the following challenges:

1. **Speeding Traffic.** Approximately 14,000 vehicles a week are speeding on the Drakefell Road corridor. This creates a hostile and dangerous environment. It has resulted in many "near miss" incidents recently. It also discourages people from walking or cycling.
2. **Unsafe Places to Cross.** Traffic islands are too few and too small. Local children need to cross Drakefell Road at the junction of Pepys Road to access the Free School and Haberdasher Asks schools. Haberdasher Asks pupils also need to cross Drakefell Road to access the school's sports facilities on St Asaph's Road.
3. **Rat-running HGVs.** Approximately 160 articulated lorries use the road every week. The removal of HGVs would help to improve air quality through reduced emissions (until the Mayor's Ultra Low Emission Zone is introduced).
4. **Pavement Parking.** Pedestrians are often required to walk on the carriageway as parked cars block pavements. Those who are mobility impaired or mothers with pushchairs often must undertake dangerous detours

Solutions for Drakefell Road

DRAG has consulted residents on potential solutions to the problems outlined and have discussed the issue with Lewisham council officers, ward councillors and the Deputy Mayor.

These include:

Slowing down traffic through better road design and layout

Stop HGVs - introducing width restrictions

Creating more and safer crossing points

Healthy Streets

DRAG is very supportive of the Mayor's Healthy Street's agenda, but note we have specific challenges which need to be addressed including:

- **A Hostile Environment** and residents lives blighted by pollution, aggressive speeding drivers, HGVs which shake homes etc.
- **Pavement Parking** is illegal and should no longer be ignored by the council, it has a disproportionate impact on vulnerable people including older people, children and people who are mobility impaired. This is likely to reinforce existing health and social inequalities.

- Less than 20% use vans or cars for commuting, yet we are blighted by congestion and pollution.
- Car ownership data indicates that a lot van and car movements on the 95% of roads which the borough owns and can control indicates Drakefell Corridor is accommodating a significant amount of through traffic, therefore is a rat run which should be filtered. Drakefell Road should be prioritised as a neighbourhood road. This would help to improve the AQMA at Brockley Cross.

DRAG propose to work with Lewisham Council to develop a redesigned street which:

- Reallocates space to enhance the footway implements continuous pavements at junctions and install build outs and other filters, to stop pavement parking which inhibits mobility and creates unnecessary hazard to pedestrians because of blocked pavements by vans and cars.
- Encourages walking, cycling and access to public transport by providing a safer environment for pedestrians, particularly children to cross the road and women walking alone at night.
- Improves natural surveillance by removing dark pavement 'alleys' where large vans park on the pavement at night.
- Enforces 20mph through culture change and good design and reduce casualties (Vision Zero)
- Improves air quality, particularly given proximity to local schools.
- Provides infrastructure for Electric Vehicles (dedicated bays)
- Develops a set of interventions/schemes which provide a framework for the Healthy Streets approach as an exemplar scheme, which can be promoted as a co-designed (with the community) solution and successfully applied across neighbourhoods.

Comments on the Local Implementation Plan

DRAG consulted with residents on the Commonplace Survey and helped lead to the exceptionally high response rate for the area. Residents have been more reluctant to respond to the LIP3 and we hope to represent some of the missing voices in our comments below.

Challenges and Opportunities

LIP3 captures several the key transport challenges and opportunities and in particular:

- DRAG notes that the Council is committed to creating appealing environments for walking. DRAG support this and our proposal for an exemplar scheme could prove the concept.
- The document refers to high potential for more walking trips in Telegraph Hill which support our argument investment in the walking environment
- Drakefell Road provides an important walking and cycling link between stations and also between local amenities including schools, colleges, parks and shops Enhancing the walking environment to enable more walking would help deliver on the MTS ambition to achieve a shift to sustainable travel
- Outcome 3: London's Streets will be used more efficiently with less traffic on them: the document states that 'at a more local level, Lewisham is proposing a traffic reduction strategy that aims to target rat-running and encouraging active travel as the most direct routes. The Council will implement this, in collaboration with communities' (Page 44) DRAG support this and would be a good local partner.
- To achieve a reduction in traffic and to reduce the number of circulating vans in the Telegraph Hill neighbourhood. DRAG support the concept of Central Delivery (Hubs (Page 45) this should be facilitated through new innovative approaches including delivery hubs with cargo bike deliveries to people's homes.

However DRAG would also add:

- The document does not sufficiently articulate the Healthy Streets ambition of the Mayor's Transport Strategy (MTS) for example it does not describe the opportunities to increase walking including the importance of centres of activity and interest to encourage people to walk for local journeys. .
- The document does not mention Autonomous vehicles or Demand Responsive Transport. Different car ownership models could radically reduce overall ownership and have huge implications for kerb space and residents' access to deliveries. And have huge implications regarding the public realms and how residents are able to have enhanced mobility and better accessibility.
- The KSI Collision (Heatmap (Figure 12)) is from 2016 and things have got worse since then. In Drakefell Road, three collisions occurred in the summer of 2018.

Targets

The Council aims to see 72% of journeys made by sustainable transport (walking, cycling and public transport) by 2021 and 81% by 2041. DRAG support this and schemes like Drakefell Road could represent the start of a neighbourhood approach across Telegraph Hill.

Healthy Neighbourhoods Programme

DRAG would like to see a Healthy Neighbourhoods Programme implemented to include at its core the Endwell Road- Drakefell Road- Gellatly Road Corridor to provide better access to Telegraph Hill for residents.

Thank you for the opportunity to share our views.

Kind regards

The DRAG Team

www.drakefell.org

LEWISHAM LIVING STREETS

Lewisham Living Streets response to the public consultation on LB Lewisham's Draft Local Implementation Plan November 2018

Lewisham Living Streets is a statutory consultee appearing in *Appendix A – Statutory consultees* document for the *Transport Strategy and Local Implementation Plan 2019 – 2041 October 2018 Draft*

The online survey has also been completed and this report is a more detailed version of that submission.

Lewisham Living Streets is a local group under the aegis of Living Streets the charity. Living Streets is the main charity for pedestrians, founded in 1929 in response to high pedestrians casualties. Living Streets wants a nation where walking is the natural choice for everyday local journeys. Our mission is to achieve a better walking environment and inspire, encourage and enable people to walk more. This naturally applies to any pedestrian, particularly those with difficulties that affect mobility (such as physical, perception or sensory disability).

Lewisham Living Streets works with professionals, politicians and other public realm stakeholders and campaign with our supporters to improve streets and public spaces to create safe, attractive and enjoyable places to walk, meet and relax.

3. Do you think we have captured the borough's key transport challenges and opportunities?

Lewisham Living Streets do think that the borough's key transport challenges and opportunities have been captured.

4. Are there any additional challenges and opportunities that should be included?

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in Lewisham as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.
- Increasing use of private motor vehicles for short journeys.
- The growth of electric motor vehicles that will continue to produce unacceptable levels of airborne pollutants (especially particulate matter within the borough) and not address issues of road safety.
- The expected increasing numbers of electric motor vehicles will need to be charged by owners but current technology and the lack of private off-street parking is putting pressure on the Council to provide kerbside charging points. This will produce conflicts both between vehicle owners/users wishing to use the finite resource of charging points and a conflict between the amenity and safety of pedestrians with the convenience and utility of owners/users of electric motor vehicles.
- Electric Vehicle Charging Point obstruction and trip hazards to pedestrians, particularly to those with limited mobility &/or vision are likely to become significant unless provision is carefully planned.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.
- Low private motor-vehicle ownership in the Borough provides the opportunity to make a popular shift in resources towards public transport, walking and cycling.

Comments on the challenges and opportunities section:

- The power of Lewisham to act in relation to public transport infrastructure and the Transport for London road network (LTRN) is limited. The focus of Lewisham council's activities should be on what it can do on its own road network.
- Lewisham Living Streets together with 20's Plenty was instrumental in the introduction of the 20mph speed limit to the borough but work needs to be taken in terms of calming measures and education as well as liaison with the police to enable active legal enforcement.
- Lewisham also has a number of good policies regarding footway parking but we have found that clear footways are often inadequate or insufficient for the location where guidelines have been ignored. The recent case, *Ali v LB Newham* underlined the necessity for local authorities to follow national guidelines. Lewisham Living Streets would like LB Lewisham to use its own *Parking Policy* document and take the opportunity to end pavement parking where the remaining footway is less than a clear

1.8 metres wide as a start*, enforce compliance by fining vehicles parked outside marked areas and move towards the total elimination of pavement parking in the Borough. (*noting that guidance given in The Manual for Streets (DfT2007) and Inclusive Mobility (DfT2005) is greater than this and Healthy Streets Check (TfL2017) and iWalk (Bristol University & Borough) together suggest the need for wider minimum clear footways.)

□ The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents

<https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and

<https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

□ The funding of low traffic neighbourhoods should be focussed on the amelioration of the main roads that will take some additional traffic through;

○ footway widening,

○ the steadying of traffic flows and increased road safety through the use of single lane traffic,

○ effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

□ Electric vehicle charging at the roadside is opposed by Lewisham Living Streets unless it is ensured that:

○ obstructions and trip hazards for pedestrians are not introduced

○ the footway is only used where more than minimum clear footway (as discussed above) is left available for pedestrians (this includes associated apparatus such as transformer/distribution hubs or high

□ Footways or footpaths that are shared with cyclists are frightening for vulnerable pedestrians (children, those unable to move quickly and those with vision impairment) and should be removed in the Borough. The inclusion of such schemes and perceived road danger has led to widespread use of footways or footpaths by cyclists in the Borough.

5. How important do you consider each of these objectives to be?

1. Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham

2. Lewisham's streets will be safe, secure and accessible to all

3. Lewisham's streets will be healthy, clean and green with less motor traffic

4. Lewisham's transport network will support new development whilst providing for existing demand

Lewisham Living Streets support the first three objectives

6. Do you support the overall detailed three-year indicative programme of investment (2019/20 to 2021/22)?

AND

7. Do you support the individual projects within the programme?

Lewisham Living Streets support the shift in expenditure towards active travel but would like to see more expenditure that would result in fewer private motor vehicles and fewer private vehicle journeys made through the Borough.

Lewisham Living Streets believes that decreasing private vehicle journeys must be directly balanced with improving public transport (safety, frequency, accessibility, distribution and cost). Attempting to reduce traffic flow by increasing costs can be counterproductive as many motorists can charge this against tax whilst increasing a sense of entitlement and excluding the less well off. Public transport needs to be sufficiently attractive that it is hard to refuse – noting that LB Lewisham has limited influence here.

Lewisham Living Streets supports the concept of a fully integrated transport system both within and connected to London but recognises that this is a long-term ambition.

The London Mayor's aim is that travel by foot, cycle and public transport is increased by 29% (or 0.7% per year) to reach 80% of all journeys by 2040. Nearly a third of all journeys in Lewisham are currently made on foot (with public transport being a little more than a third and cycling just 1.5%). Lewisham Living Streets believe that low traffic neighbourhoods are the best way to increase these journeys providing better opportunity and experience for people to walk and cycle. LB Lewisham is able to fund projects that encourage walking and cycling local journeys and journeys made to public transport and should prioritise its expenditure and expertise where it can have most impact.

Lewisham Living Streets would like to see the following TfL borough funding 2019 to 2022 rolled into a single fund.

Healthy Neighbourhoods £2,044k

Local Pedestrian Improvements £300k

Local Cycling Improvements £750k

Road Danger Reduction £380k

Air Quality and Noise £280k

Safer and Active Travel £981k

=====

Total £4,735k

Whilst the direct expenditure on cycling improvements is welcome, direct pedestrian improvement is significantly disproportionately low and needs considerable increase.

This single fund should mostly be spent on creating low traffic neighbourhoods across the whole borough with emphasis placed on improving main roads by:

- o footway widening by removing carriageway space
- o the steadying of traffic flows and increased road safety through the use of single lane traffic, and visual countermeasures
- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

Lewisham Living Streets would like to see borough-wide initiatives to encourage walking and cycling rather than the more expensive and less effective specific-site projects. We support the "Healthy Neighbourhoods" in the draft London Borough (LB) of Lewisham Local Implementation Plan and urge that the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

8. Would you like to see a Healthy Neighbourhoods Programme implemented in your area?

Lewisham Living Streets would like to see the Healthy Neighbourhoods Programme implemented as quickly as possible across the whole Borough and urge that the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and

<https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

9. Do you support the goals of the Vision for Rail?

Lewisham Living Streets support the goals outlined but would like to see more emphasis on the removal of obstacles for people to use public transport. Many other Londoners enjoy the opportunity to “turn up and go” at railway stations managed by Transport for London. Travel from our rail stations in Lewisham is often restricted by lack of level access to and between platforms and also the requirement to “book in advance” wheelchair facilities for entering the trains themselves.

10. To what extent do you support the following schemes outlined in the vision?

The “metroisation” of rail services will inevitably lead to the need for passengers to change trains during their journeys more often than they do now. Notwithstanding the issues of fair access for passengers who take longer to change train services, the overall impact is likely to reduce the attractiveness of rail travel, particularly for mobility impaired passengers.

11. Do you think there are any objectives or schemes missing from Lewisham's Vision for Rail?

No comment.

12. Do you support the other schemes listed in the longer term Delivery Plan (p80 - 82)

- More low emission bus corridors
- LEZ - tightening of standards
- The Lewisham Spine – A21 Healthy Streets Corridor
- A2 New Cross Road / Amersham Gyratory removal
- Bakerloo Line Extension
- Lewisham Station & Interchange
- New Cross to Lewisham Overground Extension
- Ringway Corridor (Southend Lane and Whitefoot Lane) Improvements
- Lewisham Town Centre
- Catford Regeneration Masterplan
- New Bermondsey Station
- Brockley Station Interchange
- Metroisation
- New or improved bus services in the south of the borough

Many of the schemes listed do not impact on pedestrian issues. Lewisham Living Streets would like to see emphasis within all the schemes on the delivery of cleaner air, better opportunity and experience for walking and meeting in streets and equity in access to the streets and public transport.

Whilst Lewisham Living Streets supports any public transport improvements, necessary for the formula of 'less drivers because of better transport' – it remains to be seen which scheme becomes a realistic in the mid future and awaits details before commenting is possible.

13. Do you consider the targets to be sufficiently ambitious yet realistic?

Lewisham Living Streets would like to see more target years filling the gap between 2021 and 2041 in relation to targets for walking. Whilst long term planning is sensible, some targets are not acceptable if included such as 100% disabled access for all public transport.

Reducing vehicle traffic is a vital component of the London Mayor's Transport Strategy but the schemes in the LB Lewisham three-year plan may sadly not have the impact on vehicle traffic of a reduction from 766 to 747 million kilometres. The longer term target of a reduction to 635 million kilometres is based on the introduction of improved public transport over which the Council has little control and weak influence. With much vehicle traffic in Lewisham simply passing through the Borough these targets tend to seem beyond the Council's remit.

These concerns are repeated for targets on vehicle ownership. These targets may be distorted by changes in use models for private vehicles through taxi/car club schemes that simply shift ownership rather than reduce vehicle numbers or use.

Pollution levels caused by vehicle exhausts may be reduced but only local NOx levels will be positively affected. Overall NOx levels may not change with a shift to electric vehicles and harmful particulate matter levels may increase due to tyre, brake and road wear and the re-suspension of road dust caused by heavier electric vehicles on local roads.

14. Do you have any other comments about the LIP?

Many existing earlier and planned schemes have failed to take into account vulnerable pedestrians, particularly those who are young or who are mobility impaired for a wide variety of reasons (whether permanent or temporary). Lewisham Living Streets would like to work alongside members and officers at LB Lewisham to ensure that schemes adequately meet the needs of all local pedestrians, not just to minimum standards but to the fullest measure that can be reasonably attained. We would like a key place in the formulation of schemes to ensure that all pedestrian issues are fully addressed.

Local stakeholders and the consulted public should be considered as valuable resources also in the earliest planning stages.

Current focus on KSI data omits a substantial part of the experiences and anticipations of pedestrians, particularly those with factors that affect their mobility or confidence in accessing the public realm. Whilst KSI data is important, it is also important to be aware of the impact of 'lesser' injuries that are not classified as 'serious' but nevertheless may take significant time for recovery which can also be long term. Such injuries are less liable to be reported, or otherwise appear in statistics, particularly if the person responsible for the collision is unknown. Importantly this undermines efforts to make walking attractive, safe and secure and widens the impression that the streets are generally unsafe for those with the most vulnerabilities.

Lewisham Living Streets believes that steps should be taken to decrease the levels of parents (or carers) driving children to schools (which normally use catchment criteria that demands locality). This might be helped with timed barriers and parking prohibition. This should be in conjunction with general enforcement of existing regulations against engine idling (a problem also characterised by parents waiting to pick up children in the afternoon). Idling produces high levels of pollutants, is illegal and a problem in the borough that needs addressing in terms of education followed by enforcement.

PERRY VALE RESIDENTS

Dear Nick

Please accept my comments below in lieu of a contribution to the consultation. I missed all the information about it until this week - and have just gone to the relevant webpage only to learn that it closed yesterday: apologies.

My comments relate to the 'key programmes of investment' listed on page 9 of the Transport Strategy & Local Implementation Plan, in particular:

- Healthy Neighbourhoods
- Road Danger Reduction
- Local Pedestrian Improvements
- Local Cycling Improvements
- Air Quality and Noise
- Safer and Active Travel

The quickest and easiest way for me to make the comments is to copy below the motion passed by Perry Vale Branch Labour Party last Tuesday; Cllr John Paschoud suggested that we use it to contribute to the LIP.

The key clause, as far as the LIP is concerned, is the one requesting a borough-wide review of pedestrian routes between residential areas and their local green spaces - shown in italics.

My own, personal view is that the council should be aiming for residents to be able to walk to their local green spaces without fear of being run over or inhaling quantities of exhaust fumes - the routes should be safe enough for children to use on their own, and for parents to be confident that this is the case, and for families to negotiate safely together with small children on bikes, scooters, etc.

However, the whole notion of 'London National Park City' and Lewisham's endorsement of it could usefully be incorporated into the LIP - ?

So I'm giving you the motion in its entirety:

Perry Vale LP motion - improving access to green spaces

This branch congratulates Mayor of London Sadiq Khan and our own Lewisham Council on their endorsement earlier this year of the idea of establishing London as the first National Park City as a means of further 'greening' our local environment. We particularly welcome the endorsement in the context of:

- London's dire air quality (trees absorb pollutants – excellent council action already on this)

- High rates of mental illness (contact with nature improves mental health)
- Increasing rates of obesity (easy access to green spaces helps people be physically active)
- Climate change (more trees = more carbon taken out of the atmosphere).

We call on Lewisham Council to demonstrate its commitment to London National Park City by the following:

- when drawing up contracts with developers or approving major planning applications to include a condition that requires the developer always to plant the maximum number of appropriate trees/and or hedges that the site can sustain*
- *to carry out a borough-wide review of routes between residential areas, new and old and their local green spaces in consultation with the relevant 'Friends of...' groups and make them as green as possible - ie with the maximum number of appropriate trees and/or hedges planted along them - and are well sign-posted*
- to carry out a borough-wide review of cycle routes and paths with a view to creating more quiet routes and ensuring each has the maximum number of appropriate trees/and or a hedge planted along it.

* all decisions about hedges and numbers and type of trees to be made in consultation with the borough arboriculturalist [ENDS]

I also missed the Commonplace consultation in the summer - but will definitely look out for the next one!

Ccing Perry Vale's councillors and the branch chair, sec, campaigns officer, etc.

V much hoping you are able to take these comments into account, despite not coming to you by the designated route...

Best wishes

Judith Barrett

[REDACTED]

[REDACTED]@gmail.com

[REDACTED]

Appendix G
TfL Comments

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



DOCUMENT CONTROL

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Job Number	Issue	Description	Originator	Checked	Authorised
4846	1	Draft Lewisham LIP3 Consultation Summary	Caitlin King & Sarah Burbury	Nick Ruxton- Boyle	Nick Ruxton- Boyle

File path: G:\Project Centre\Project-BST\1000004846 - LBLLe LIP3

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Accreditations



Memberships



Contact

London Office

Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 008 0855

Brighton Office

38 Foundry Street
Brighton
BN1 4AT
tel: 01273 627 183
fax: 01273 627 199

Slough Office

Fourth Floor
The Urban Building
3-9 Albert Street
Slough
SL1 2BE

info@projectcentre.co.uk • www.projectcentre.co.uk

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