



Mayor and Cabinet

2023/24 Capital Programme for Strategic Transport, Highways and Bridges – Borough-wide Local Implementation Programme (LIP), Footway Improvements and Carriageway Resurfacing Programme

Date: July 2023

Key Decision: Yes

Class: Part 1

Ward(s) affected: All wards

Contributors: Michelle Hope, Strategic Transportation Lead

Gill Redrup & Pam Bacchus – Senior Engineers, Highways

Outline and recommendations

This report summarises the policy and background for the implementation of the 2023/24 Local Implementation Plan (LIP) capital programme and the 2023/24 Footway improvements and Carriageway resurfacing capital programme borough wide.

The primary aim of the programme is to effectively manage transport infrastructure and highway infrastructure assets through planning, value management and scoping to ensure good practice standards are achieved within the set budgets; and applying a pragmatic and focused investment approach to ensure benefits are optimised for the Council's transport infrastructure.

It is recommended that the Mayor and Cabinet in consultation with the Cabinet Member for Environment and Transport

- authorise the implementation of the 2023/24 Local Implementation Plan (LIP) capital programme and the 2023/24 borough wide carriageway footway improvements and carriageway resurfacing capital programme to this report.
- authorise officers to make permanent the Experimental Traffic Orders for school streets currently in force as listed in this report and due to expire 4th August 2023, 4th October 2023, 21st Feb 2024. Also, that no public Inquiry is required on the basis that there has been significant opportunity for all views to be canvassed during the consultation period, including objections to making the orders permanent.
- authorise officers to make decisions on road danger reduction schemes using the methodology outlined in this report and this be adopted as policy.
- authorise officers to make decisions on Electric Vehicle (EV) implementation using the methodology outlined in the Electric Vehicle Infrastructure Implementation Plan 2023 – 2026 and this be adopted as policy.

Timeline of engagement and decision-making

The programme recommended in this report is consistent: -

with the longer-term objectives of the borough's Transport Strategy and Local Implementation Plan (LIP) 2019-2041, which was agreed by Mayor & Cabinet in January 2019 (see Background Paper). Highways Asset Management Strategy report which was agreed by Mayor & Cabinet in February 2020 (see background papers). Delegated authority report dated 24th November 2021 to make Experimental Traffic Orders (ETO) for those traffic orders that had previously been Temporary Traffic Orders (TTO) No.1, 10, 8 & 4 The Lewisham (Prescribed Routes) (School Streets) Experimental Traffic Order 2022.

This report also relates to the: -

- TFL LIP programme which has been allocated funding totalling £1640k, of which £773k is capital and £867k is revenue with agreed allocations and spend programme for 2023/24. It is anticipated that the LIP capital programmes will commence implementation in June 2023 with completion anticipated by March 2024
- The £3.2m funding for 2023/24 borough wide footway improvements and carriageway resurfacing programme under contract which was agreed in the budget capital report to the Mayor and Cabinet on the February 2023. It is anticipated that the Footway improvements and Carriageway resurfacing capital programmes will commence implementation in July 2023 with completion anticipated by March 2024. An earlier start may be agreed to avoid works continuing into the winter months.
- The Experimental Traffic Orders (ETO) made to facilitate the Council's programme of School Streets are made permanent. It is anticipated that publication of the orders by the 28th of August 2023, Traffic Order coming into force: 4th September 2023
- To facilitate a streamlined approval process for the LIP programme and works to the footways and carriageway programme the necessary Traffic Orders, which intend to restrict motor vehicles at certain times of the day will have their approval delegated to the Director of Public Realm.
- To facilitate a methodology for decisions on road danger reduction schemes using the methodology outlined in this report and adopted as policy.
- To facilitate a methodology for decisions on EV Infrastructure using the methodology outlined in our Electric Vehicle Infrastructure Implementation Plan 2023 – 2026 and adopted as policy.

1. Summary

- 1.1 This report provides context for the Highways & Bridges 2023/24 Capital Programme budget, and it makes recommendations to implement these programmes as well as other recommendations to better enable the implementation of measures such as School Streets, Road Safety Schemes and Electric Vehicle Infrastructure.

2 Recommendations

- 2.1 It is recommended that the Mayor and Cabinet in consultation with the Cabinet Member for Environment and Transport
- authorise the implementation of the 2023/24 Local Implementation Plan (LIP) capital programme and the 2023/24 borough wide carriageway footway improvements and carriageway resurfacing capital programme to this report.
 - authorise officers to make permanent the Experimental Traffic Orders for school streets currently in force as listed in this report and due to expire 4th August 2023, 4th October 2023, 21st Feb 2024. Also, that no public Inquiry is required on the basis that there has been significant opportunity for all views to be canvassed during the consultation period, including objections to making the orders permanent.
 - authorise officers to make decisions on road danger reduction schemes using the methodology outlined in this report and this be adopted as policy.
 - authorise officers to make decisions on Electric Vehicle (EV) implementation using the methodology outlined in the Electric Vehicle Infrastructure Implementation Plan 2023 – 2026 and this be adopted as policy.

3 Policy Context

The following policies and strategies are relevant to this programme;

- Corporate Strategy 2018-2022
- Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)
- Lewisham Climate Emergency Strategic Action Plan 2020-2030
- Lewisham Air Quality Action Plan 2022-2027
- Highways Asset Management Strategy
- Low Emission Vehicle Charging Strategy 2019-2022

4. Background

4.1 Local Implementation Plan (LIP) Programme

- 4.1.1 The rationale for the LIP Programme 2023-24 is guided by the Council's third Transport Strategy and Local Implementation Plan 2019-41. This is a long-term transport strategy that was submitted to TfL in April 2019 in response to the 2018 Mayors Transport Strategy (MTS). The final draft LIP (3) was approved by Mayor and Cabinet on 18th March 2019. The final LIP was approved by TfL April 2019.
- 4.1.2 The Council recognises the importance of its role not only in delivering a programme of investment that supports the vision of London at a wider level but is also tailored to the needs of residents. Delivering active and sustainable transport measures also delivers against other Council policies, including the following:
- 4.1.3 Corporate Strategy 2022 – 2026 – This sets out what the Council plans to deliver for

residents between 2022-2026. One of the leading priorities is making Lewisham 'cleaner and greener', where the Council has committed to enable more active travel and aim to reduce reliance on cars.

- 4.1.4 Strategy and Local Implementation Plan (LIP) 2019 – 2041 – The objectives of the Council's Transport Strategy is for travel by sustainable modes to be the most pleasant, reliable, and attractive option for those travelling to, from and within Lewisham; for Lewisham's streets to be safe, secure and accessible to all; Lewisham's streets to be healthy, clean and green with less motor traffic; and for Lewisham's transport network to support new development whilst providing for existing demand.
- 4.1.5 Climate Emergency Action Plan (2020) – This sets out the Council's ambition for Lewisham to be a carbon net-zero borough by 2030. More than 25% of the borough's carbon emissions derive from transport. Within the action plan, one of the overarching aims is to decarbonise the transport network, reduce congestion and encourage sustainable modes of transport.
- 4.1.6 Air Quality Action Plan 2022-2027 – This outlines the Council's five-year strategy to improve air quality in the borough. This includes objectives for cleaner air around schools and for cleaner transport policies, such as encouraging more trips to be made by walking, cycling and public transport to reduce car use.
- 4.1.7 The key source of funding is the borough's LIP allocation from Transport for London. The allocation for 2023/24 has seen a slight reduction in the allocation for safer corridors and neighbourhoods however an increase in cycle training and cycle parking has provided an overall slight increase in funding totalling £1.6m (**Appendix C**) These reduced funding levels are not expected to change for the foreseeable future.
- 4.1.8 Whilst funding levels available are still significantly lower than they were before the pandemic, by working in partnership the Council can continue to deliver transformative programmes for Lewisham. The Council will continue to work with TfL to make the case to His Majesty's Government about the need for future funding for investment for London's roads and the benefits that this brings to improving active and sustainable transport options.
- 4.1.9 On 27 March 2023 boroughs were notified of their funding allocation, to cover the period 01st April 2023 to 31st March 2024.
- 4.1.10 TfL allocated funding until 31 March 2024 based on an annual funding bid that was submitted for the whole 2023-24 financial year. TfL have apportioned this funding to provide some allocation to enable boroughs to move forward with high priority, deliverable schemes set out within the LIP submissions.
- 4.1.11 All schemes are in alignment with the original objectives of the LIP. Further details of the proposed LIP programme 2023/24 is provided in **Appendix C**.
- 4.1.12 Traffic Orders intend to restrict motor vehicles at certain times of the day and will be necessary to implement the LIP programme. To streamline this process their approval will be delegated to the Director of Public Realm.

4.2 Carriageway Resurfacing and Footway Improvements Programme

- 4.2.1 The Council is responsible for managing and maintaining the highway assets falling within its 397km of public road network and 12km of public footways. Under its management approach, the Council ensures that its highway assets such as bridges, footways, carriageways, and street furniture are safe, fit for purpose and able to fulfil their functions in an efficient and sustainable manner.
- 4.2.2 The Council can effectively manage its highways asset estate through the exercise of

its Highways Asset Management Strategy adopted by the Council in 2019. The Asset Management Strategy is an effective driver for the choice of projects delivered by the Council with investments provided from various funding sources and delivered through; the Capital and Revenue programme, the Council's Local Implementation Plan, development funded projects and other funded transport initiatives sourced through sponsors such as (Department for Transport (DfT), Greater London Area (GLA), Transport for London (TfL)).

- 4.2.3 It is anticipated that such investments in the Council's highway assets will enable the Council to improve and add value to the condition of assets where practical to do so, but most especially maintain a steady state and control the rate of deterioration of the Council's carriageways and footways.
- 4.2.4 The Council's carriageway and footway sections are a key component of Lewisham's highways asset and the 2023/24 carriageway resurfacing and footway improvements borough wide programme is the primary solution for maintaining a steady state and managing responsibly the rate of asset deterioration.
- 4.2.5 Carriageway resurfacing works will focus on roads classified with the Condition Index of "Amber" (lengths of road which, without a planned early intervention could result in further severe defects and move the Condition Index to "Red"). The Council dynamically carry out ongoing responsive carriageway maintenance works that remedies localised hazards and defects caused through accidents and the impromptu deterioration of highways asset from wear, age, excavations, and failures.
- 4.2.6 The footway resurfacing programme aims to bring improvements to roads where the Condition Index classifies as "Red" and footways where through inspections, recommendations for improvements are made. The general condition of footways in the borough will need investment to maintain a steady state and to slow the rate of deterioration.
- 4.2.7 Future Council Capital investment in 2023/24 and beyond will therefore be aimed at the borough's footways as over 20% of this asset requires essential maintenance works. Such works to the footways potentially will reduce future insurance claims.
- 4.2.8 A regular review of the road conditions – carriageway and footway are undertaken throughout the financial year and a prioritisation assessment which takes account of industry standard pavement management surveying techniques, routes to key destinations in the borough such as High Streets, schools, bus, and cycle lanes; and a value engineering evaluation which informs on best value for money practices i.e. how to optimise outcomes in view of budget constraints, is undertaken.
- 4.2.9 In June 2022 GAIST were commissioned to undertake a condition survey of the entire Borough providing an analysis of the carriageway and footway condition to produce a prioritisation of the roads to inform the programme. The highway condition is graded from 1 to 5 with grade 5 being the worst. The grading indicates the key thresholds for deterioration to then inform the locations and a suitable maintenance approach.
- 4.2.10 The result has determined a provisional 2023/24 carriageway resurfacing and footway improvements capital programme (Appendices A and B). The provisional programmes will be subject to regular reviews to ensure optimisation is achieved in the programmes that drive through best value decisions right up to the last minute prior to implementation. The provisional programmes will be finalised in scale once a better understanding of the resource plan requirements and final budgets is determined.
- 4.2.11 In light of the Council's adopted approach to a service reconfiguration, the final programmes delivery plan execution will be dependent on resource availability and workload prioritisation. In circumstances where the resource requirements to deliver

the programme is unavailable. The final programme will be tailored to the provisions it can afford to deliver whilst any outstanding work on the programmes will be re-assessed for future years.

4.2.12 In other words, roads on the footway improvements and carriageway resurfacing provisional programmes not able to be delivered in 2023/24, will be included on a reserve list and prioritised for delivery in 2024/25.

4.2.13 The Council's term contractors for carriageway resurfacing and footway improvement works – FM Conway Limited; will be instructed to deliver the agreed programme. Before any works commence, engagement will take place with local ward members and residents affected to inform them of the location and dates for any works in their area.

4.3 School Streets Traffic Orders 2023

4.3.1 The primary aim of the School Streets programme is to support parents and children choosing to walk and cycle to school by creating a safer, calmer and cleaner environment near to the school gates, thereby improving the health and well-being of residents. The school streets programme contributes to each of these 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.

4.3.2 The School Street programmes offers opportunities to help meet LIP3 targets around sustainable travel and improving health and well-being, specifically:

- Increasing sustainable mode share (by walking/ cycling/ public transport)
- Increasing the numbers of Lewisham residents doing at least 2 x 10 minutes of active travel a day
- Support making the roads safe and secure, with the aiming of achieving 'Vision Zero', that no-one should be killed or seriously injured on Lewisham's roads
- Reduce the volume of traffic in Lewisham (in terms of vehicle kilometres driven)
- Reduce harmful air pollutants from road transport

4.3.3 Lewisham has been the leading London Authority in delivering school streets by number of school streets delivered. A total of 49 school streets have been delivered to date representing over 50% of all of Lewisham's schools. Lewisham has also received recognition for these achievements and awards including the Congestion Reduction Award at the CITTI Awards in 2022. In some instances this has been shown to provide a 48% reduction in vehicle movements.

4.3.4 A delegated authority report dated 24th November 2021 sought approval to make Experimental Traffic Orders (ETO) for those traffic orders that had previously been Temporary Traffic Orders (TTO), and which had been used for a range of measures, including School Streets, as part of the emergency response to the Covid-19 pandemic. The change to Experimental Traffic Orders allowed time to monitor, review and consider the School Street schemes with a view to making them permanent.

4.3.5 The Experimental Traffic Orders for which approval is now sought to make permanent are as follows:

- The Lewisham (Prescribed Routes) (School Streets) (No 1) Experimental Traffic Order 2022
- The Lewisham (Prescribed Routes) (No.10) Experimental Traffic Order 2021.
- The Lewisham (Prescribed Routes) (School Streets) (No.8) Experimental Traffic

- Order 2022.
 - The Lewisham (Prescribed Routes) (School Streets) (No.4) Experimental Traffic Order 2022.
- 4.3.6 Those school streets that are included in the above re listed in **Appendix G**. Several School Streets have been implemented, each of which has Traffic Orders specifying the hours during which access for motor vehicles is restricted (those without exemption permits). Consultation and feedback have been through the Commonplace website for each of these locations, so the Council has considerable feedback about how successful the School Streets programme has been.
- 4.3.7 The Council's web-based public consultation portal ('Commonplace') was used to publicise the measures for School Streets including the restrictions proposed in the traffic orders. Feedback has been positive, with parents commenting that the areas are now 'calmer', and they feel safer. Residents have also commented that problems with inconsiderate and dangerous parking, e.g., across driveways, has improved. The measures implemented with the traffic orders were kept under review to inform the option to remove or amend any measure if they were considered to be falling short of the Council's policy objectives. Traffic data was monitored to understand how travel patterns evolved, and when it might become necessary to review any of the locations. In line with experience, no adverse traffic conditions have been reported.
- 4.3.8 Liaison with schools has been maintained to ensure that any feedback was captured. Initial comments on commonplace were in relation to deliveries, work trucks and visitors. As the School Streets were rolled out, the benefits of the restriction to traffic outweighed the concerns. Other comments were in relation to applying for a permit, the permit system was new and there were some initial issues as to the application process and the exemption criteria. Exemption Permits were kept to a minimum in order to maintain the credibility of the School Street schemes.
- 4.3.9 For the schemes covered by this report, the Council has concluded that they have fulfilled the necessary objectives within the Corporate Strategy 2022-2026. There is therefore considerable knowledge and enough experience to make a judgement about making the scheme permanent.
- 4.3.10 Consideration has been given to holding a public inquiry however the Council has fully considered all the views raised when the move from temporary to experimental orders was consulted upon and . there were no issues which were particularly complex and which would require further exploration in a public inquiry. Therefore, a Public Inquiry, where the decision would ultimately be returned to the Council, is not considered to add any value to the process.

4.4 Road Danger Reduction

- 4.4.1 The key to making roads safer is the reduction of the speed, volume and dominance of motor vehicles. Road Danger Reduction targets the vehicles bringing most danger as they hold the most responsibility. The aim is reducing the number of people injured and also reducing intimidation of vulnerable road users by motor vehicles, which may cause them to make mistakes. The desired outcomes of Road Danger Reduction are safer streets, which are good for the environment, and for personal and public health.
- 4.4.2 Lewisham seeks to achieve a genuine reduction in danger for all, to make its streets safer and improve the quality of life for everyone in Lewisham. To achieve this Lewisham will address road safety in a broader sense and committed to:
- Promoting appropriate speeds and manage traffic better, thus benefiting the environment by cutting traffic emissions and pollution as well as reducing noise.

- Implementing and engineering solutions to improve safety at locations with the highest risk.
 - Promoting cycling and walking by providing traffic management solutions and road safety education and training programmes.
 - Working in partnership with Lewisham Police to tackle road crime such as careless and dangerous driving and speeding.
 - Provide a road safety education and training package that will instil safe road user attitudes and behaviour from an early age in Lewisham schools.
 - Developing road safety publicity campaigns to reflect Lewisham's particular needs.
- 4.4.3 The Road Safety programme offers opportunities to help meet LIP3 targets around sustainable travel and improving health and well-being, specifically:
- Support making the roads safe and secure, with the aiming of achieving 'Vision Zero', that no-one should be killed or seriously injured on Lewisham's roads
 - Reduce the volume of traffic in Lewisham (in terms of vehicle kilometres driven)
 - Reduce harmful air pollutants from road transport
- 4.4.4 It is not acceptable that any level of deaths or serious injuries are sustained on London's roads and Lewisham has adopted the Mayor of London's Vision Zero policy of eliminating all killed and serious injuries (KSIs) by 2041. The focus is on reducing casualties and improving conditions, to encourage greater take up of active and sustainable modes and reducing the dominance of motor vehicles on Lewisham's streets and ensuring that road danger reduction is central to all transport-related activity.
- 4.4.5 Lewisham's third Local Implementation Plan (LIP3), published in March 2019, sets out the boroughs proposals for achieving the objectives of Vision Zero, and recognises a series of challenges that the council faces. In relation to road safety these include that perceptions of safety and security deter active travel, and that the needs of all road users, particularly vulnerable road users (pedestrians, cyclists and powered two-wheelers), must be balanced to improve road safety and reduce the number of collisions, particularly those resulting in fatal and serious injuries.
- 4.4.6 Vision Zero sits alongside other MTS targets of increasing the level of active travel and that 80% of all trips in London are to be made by active or sustainable modes by 2041. The council has an ambitious vision for the future of cycling in the Borough and aims to become one of the easiest and safest places to cycle in London. One of the four key targets in The Lewisham Cycle Strategy (2017) to achieving this is to halve the rate of cyclist casualties.
- 4.4.7 Concerns around traffic levels and road safety are also barriers to people walking in London. 21% of Londoners say too much traffic is a barrier to walking, and 14% say traffic travelling too fast stops them walking more. Improving road safety and reducing levels of traffic in Lewisham will improve environments that can otherwise be intimidating and unpleasant for pedestrians, alleviating these current barriers to more people walking.
- 4.4.8 To address these issues, and to identify and prioritize those locations most in need of treatment, the council will undertake an assessment of sites identified as requiring road danger reduction measures to determine prioritisation according to the methodology outlined in **Appendix D** and the prioritisation matrix in **Appendix E**. A standard weighting will be applied to this methodology as agreed by officers. The highest priority locations will then be subject to further detailed analysis from which potential schemes will be selected to form the core of future year's road danger reduction works programme. This process will be undertaken on a trial basis for the next year and will be reviewed so that resources are targeted effectively.

4.5 Electric Vehicle Infrastructure Implementation Plan 2023 – 2026

- 4.5.1 The Electric Vehicle Infrastructure Implementation Plan 2023 – 2026 is provided in **Appendix F** and is Lewisham's second Electric Vehicle Infrastructure (EVI) Implementation Plan. Since 2019 the council has successfully bid for Government grant funding and has now installed 120 chargepoints. There is a chargepoint for every ten electric vehicles (EVs) registered in Lewisham, which is better than double the national ratio. This update incorporates the new national EV infrastructure strategy and associated LEVI funding. This document also sets out our approach to installing EVI from 2023-2026, including updated actions and targets.

5 Financial implications

5.1 Local Implementation Plan (LIP) Programme

- 5.1.1 The current funding position has been explained in section 4 above. Work is being undertaken to identify other possible available sources of funding.
- 5.1.2 The Principal Road Maintenance programme provided £189k in funding for 2022/23 for resurfacing. However there is no indication of funding for 2023/24 from TfL.
- 5.1.3 The funding for 'Bridge Assessment and Strengthening' is considered on a pan London basis by the 'London Bridge Engineering Group (LoBEG)' and the allocations for 2023/24 have not yet been notified.
- 5.1.4 As TfL grant funding has continued to be awarded well below the expected levels, the service will have to reprioritise its work plan to contain expenditure within available resources.
- 5.1.5 The following TFL LIP programmes have been allocated funding totalling £1,640k, of which £773k is capital and £867k is revenue.

Table 1 – LIP Budget overview

Funding pot (Source)	Capital TFL approved / to be claimed
*LIP – Corridors Corridor Scheme	£39,000
*LIP – Corridors School Streets	£130,000
*LIP Cycle Parking	£106,000
*LIP – Corridors Traffic management schemes	£164,000
*LIP – Corridors Cycle Permeability and connectivity	£26,000
*LIP – Bus Priority Progress hail & ride routes	£253,000
*LIP – Principal Road Network Renewal	Nil
TOTAL	£773,000

5.2 Carriageway Resurfacing and Footway Improvements Programme

- 5.2.1 The Capital Programme includes the highways and bridges budget allocation for 2023/24. The budget for 2023/24 is £3.2m and was approved by Mayor and Cabinet in February 2023. This budget is responsible for funding the borough wide carriageway resurfacing and footway capital programmes.
- 5.2.2 Of this budget, approximately £1.1m is allocated for the carriageway resurfacing programme and £0.9m for the footways improvements. Up to 80% of the budget will fund the carriageway resurfacing and footway improvements programme determined from early scope work including surveys and a prioritisation assessment as set out above and informed by items 4.1; 4.2; whilst the remaining 20% of the budget will cover fees, surveys, emergencies, accidents etc.

- 5.2.3 The Capital Programme will be further updated to include future grants and or successful bids from funding streams in Lewisham's Local Implementation Plan once these are known. It will also include the year-end outturn expenditure and resourcing requirements.

5.3 Traffic Management Orders (TMOs)

- 5.3.1 There are minimal costs involved in implementing the changes to the School Streets permanent Orders, such as administrative costs which include advertising the notices in the relevant publications. These costs, along with ongoing maintenance costs, will be contained within existing service budgets.

5.4 Road Danger Reduction

- 5.4.1 There are potentially significant costs involved in implementing the changes to the approach to Road Danger Reduction, such as conducting more onerous assessments of sites. However the intention is for these assessments not to be too onerous so that these costs can be contained within existing service budgets. Additional resources may be necessary and this will be run on a trial basis for one year when its success will be reviewed.

5.5 Electric Vehicle Infrastructure Implementation Plan 2023 – 2026

- 5.5.1 There are minimal costs involved in implementing the updates to the approach to Electric Vehicle Infrastructure Implementation. The approach gives consideration to the available funding and the best use of resources, costs, along with ongoing maintenance costs, will be contained within the proposed budgets.

6 Legal Implications

6.1 Local Implementation Plan (LIP) Programme & Carriageway Resurfacing and Footway Improvements Programme

- 6.1.1 Section 41 of the Highways Act 1980 ("the Act") places a duty on the Council as the highway authority to maintain highways within its areas that are maintainable at the public expense. This includes the requirement to ensure as far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. Furthermore Part V of the Act contains general powers for the Council to make improvements to the highways for which it is responsible.

- 6.1.2 The 2023/24 footway and carriageway resurfacing borough wide capital programme underpins the Council's approach in the exercise of its highway authority obligations under the Highways Act 1980.

6.2 Traffic Management Orders (TMOs)

- 6.2.1 The Road Traffic Regulation Act 1984 ("RTRA 1984") and supporting regulations enable the Council to make traffic management orders to restrict traffic in a variety of ways.

- 6.2.2 In exercising powers under the RTRA 1984, section 122 imposes a duty on the Council to (so far as practicable having regard to the matters specified in S122(2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'. The matters set out in S122(2) are: the desirability of securing and

maintaining reasonable access to premises; the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy); the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and any other matters appearing to the local authority to be relevant.

- 6.2.3 A decision as to whether to make the order must also be consistent with the Council's network management duty under section 16 of the Traffic Management Act 2004, i.e. the duty "to manage their road network with a view to achieving, so far as may reasonably practicable having regard to their other obligations, policies and objectives, the following objectives (a) securing the expeditious movement of traffic on the authority's road network; and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority." The main principles advocated in the TMA statutory guidance are: managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty; improving road safety; improving the local environment; improving the quality and accessibility of public transport; meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car; and managing and reconciling the competing demands for kerb space.
- 6.2.4 Section 9 of the RTRA 1984 enables the Council to make experimental traffic orders which can continue in operation for a maximum of 18 months. Section 6 of the RTRA enables experimental traffic management orders made under section 9 to be made permanent by the Council. Procedures for making the experimental traffic orders permanent are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the 1996 Regulations") and must be followed. Regulation 23 of the 1996 Regulations provides that where the provisions of an experimental order are reproduced and continued in force indefinitely, it is not necessary to carry out further consultation, provide further notice, or allow for further objections.
- 6.2.5 Regulation 9 of the 1996 Regulations provides that the Council may cause a Public Inquiry in reaching a decision on whether to make the Orders that are the subject of this report, permanent. This is not mandatory but consideration has been given as to whether or not the Council will hold an Inquiry in the main body of this report.
- 6.2.6 The Human Rights Act 1998 imposes a duty on the Council as a public authority not to act in a way which is incompatible with the European Convention on Human Rights. The most important rights for highway and planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). The making of permanent traffic orders in respect of the traffic management restrictions is not anticipated to engage or breach the provisions of the Human Rights Act 1998.

6.3 Road Danger Reduction

- 6.3.1 Section 39 of the Road Traffic Act 1988 requires the Council to:
- a) prepare and carry out a programme of measures designed to promote road safety and
 - b) carry out studies into accidents arising out of the use of vehicles on roads or parts of roads within their area, and;
 - i. in the light of those studies take such measures as appear to them to be

appropriate to prevent such accidents, those measure to include the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for the maintenance of which they are responsible and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and;

- ii. in constructing new roads, must take such measures as appear to them to be appropriate to reduce the possibilities of such accidents when the roads come into use.

6.4 Electric Vehicle Infrastructure Implementation Plan 2023 – 2026

- 6.3.1 The London Local Authorities and Transport for London Act 2013 provides that the Council as a London authority may provide and operate charging apparatus for electrically powered motor vehicles, or may grant a person permission to provide and operate such apparatus, in any public off-street car park under their management or control or on any highway for which they are responsible as highway authority. If granting permission for someone else to provide the apparatus the Council can grant it upon such conditions as they think fit, including conditions requiring the payment to the authority of such reasonable charges as they may determine.

7 Equalities Implications

- 7.1 The Equality and Human Rights Commission issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”.
- 7.2 The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 of the Public Sector Equality Duty which deals particularly with the equality duty. It covers the following protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.3 The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:

<https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-codes-practice>

<https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-technical-guidance>
- 7.4 Any physical works on Lewisham’s highways network may have potential to impact upon people with protected characteristics. Highways works that could have particular effect include traffic management, making safe any trips and hazards, dropped kerbs for pedestrians, tactile paving, accessible bus stops, pedestrian refuges, narrowing carriageways, provision of controlled crossings, and improvements to lighting and signing etc.
- 7.5 The Council will therefore, in the exercise of its functions (i.e. to deliver its 2023/24 LIP

programme and carriageway and footway resurfacing capital programme), have due regard to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- advance equality of opportunity between people who share a protected characteristic and those who do not.
- foster good relations between people who share a protected characteristics and those who do not.

8 Climate change and environmental implications

- 8.1 There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Encouraging more journeys to be made by walking, cycling and public transport rather than private transport will help to protect against a car-based recovery from the COVID-19 pandemic, and the negative impacts associated with vehicular traffic. Keeping traffic levels and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Action Plan
- 8.2 The LIP Programme will make a positive impact on the borough and contribute towards the Council's target for Lewisham to be carbon net-zero by 2030. Through reducing unnecessary car use and encouraging more walking, cycling and use of public transport, the intention is to meet challenging targets with regard to climate change and environmental implications, further details are provided in the April 2023 Sustainable Development Select Committee Report 'Update on Lewisham Transport Strategy and Local Implementation Plan'.
- 8.3 FM Conway Ltd., the incumbent term contractor an Environmental Management System to ISO14001:2015 in place and they are committed to recycling 98% of their materials to minimise the environmental impact of their work.
- 8.4 FM Conway Ltd are committed to trial new innovations in technology, machinery, materials and methodology with a view to reduce carbon footprints and other pollutants such as CO₂ and NO_x emissions in their operations. New innovations are introduced and reviewed with the Council on a regular basis.
- 8.5 In Lewisham, a quarter of the greenhouse gas emissions come from the vehicles on our roads. The council is committed to working with partners and the community to tackle climate change and switching the way we power our cars and vans is a critical component of this. Many residents and businesses have already embraced electric vehicles, and we know that many more will be keen to do so over the coming years. We recognise that for everyone to make the switch, the right charging infrastructure will need to be available around the borough. We want to give as many people as possible the confidence to switch to an electric vehicle at the earliest opportunity, to decarbonise borough emissions as rapidly as we can. Providing chargepoints serves to accelerate the transition by demonstrating that driving electric is set to become a normal part of everyday life, as well as offering reassurance to non-users that they will be able to find chargepoints when they need them if they switch to electric.

The Electric Vehicle Infrastructure Implementation Plan 2023 – 2026 sets out how the Council will play its role in ensuring infrastructure is put in place, in readiness for the upcoming national bans on sales of new petrol and diesel vehicles and thereby create a greener Lewisham for the health of our residents and the future of our planet.

- 8.6 Other health and wellbeing implications associated with this report will result from improving access to walking and cycling infrastructure in the borough that may encourage more residents and visitors to make active travel choices.

9 Crime and disorder implications

- 9.1 There are no specific crime and disorder implications at the time of preparation resulting from the recommendations of this report.

10 Health and wellbeing implications

- 10.1 See 8.5 above.
- 10.2 Other health and wellbeing implications associated with this report will result from improving access to walking and cycling infrastructure in the borough may encourage more residents and visitors to make active travel choices.

11 Social Value implications

- 11.1 Delivery of the borough wide LIP programme and footway improvements and carriageway resurfacing programmes will create a street environment that encourages walking, cycling; and public transport use that will play a significant role in enhancing people's quality of life, their health and in facilitating social inclusion. This is central to the 'Healthy Streets' approach which has been adopted by the Council as part of its Transport Strategy and Local Implementation Plan.
- 11.2 The council is an officially accredited London Living Wage (LLW) Employer and is committed to ensuring that, where possible, contractors and subcontractors engaged by the council provide works or services within Lewisham pay their staff at a minimum rate equivalent to the LLW rate. New contractors will be expected to meet LLW requirements where possible and contract conditions requiring the payment of LLW will be included in the service specification and contract documents. This will significantly help the Council to deliver on its strategic corporate and Mayoral priorities and deliver added value for the borough as a whole.

12 Background papers

1. Corporate Strategy 2018-2022
<http://councilmeetings.lewisham.gov.uk/documents/s61022/Draft%20Corporate%20Strategy%202018-2022.pdf>
2. Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)
<https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>
3. Lewisham Local Implementation Plan - Equalities Analysis Assessment
<http://councilmeetings.lewisham.gov.uk/documents/s62495/Equalities%20Impact%20Assessment.pdf>
4. Highways Asset Management Strategy Report (updated)
<https://councilmeetings.lewisham.gov.uk/mglIssueHistoryHome.aspx?IId=32074&PlanId=235&RPID=53474196>
5. Budget (Capital) Report 23/24
<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=6100>

13 Glossary

The table below includes a glossary of terms, abbreviations and acronyms used in this report

Term	Definition
COVID-19	Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus
Equality Act 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society.
EV	Electric Vehicle
Highways Act 1980	An Act of the Parliament of the United Kingdom dealing with the management and operation of the road network in England and Wales
LIP	Local Implementation Plan
LLW	London Living Wage
RTRA 1984	Road Traffic Regulation Act 1984
TfL	Transport for London
TLRN	Transport for London Road Network – a network of roads for which Transport for London is the Highway Authority
TMA	The Traffic Management Act 2004 (TMA) is an act of parliament that was introduced to tackle congestion and disruption on the road network. The TMA places a duty on local authorities to make sure traffic moves freely and quickly on their roads and the roads of nearby authorities

14 Report author and contact

Michelle Hope, Strategic Transportation Lead, michelle.hope@lewisham.gov.uk (LIP)
 Pam Bacchus, Senior Engineer Highways pam.bacchus@lewisham.gov.uk (Footways)
 Gill Redrup, Senior Engineer Highways gill.redrup@lewihamsam.gov.uk (Carriageways)

APPENDIX A**2023/24 CARRIAGEWAY RESURFACING PROGRAMME***

- VESTA ROAD – from Pepys Road to Wallbutton Road (Brockley)**
- BROCKLEY ROAD – bus lane between Ivy Road and end of cemetery (Brockley)**
- BROCKLEY ROAD – Bus stops north of Foxberry Road (Brockley)**
- HONOR OAK PARK – From Stondon Park to Greierson Road (Crofton Park)**
- HARE & BILLET ROAD – part only (Blackheath)**
- WELLMEADOW ROAD – from A205 to Sandhurst Road (Hither Green)**
- TORRIDON ROAD – section south of A205 (Hither Green)**
- MINARD ROAD – from A205 to Sandhurst Road (Hither Green)**
- HEATHER ROAD – full length (Grove Park)**
- THORNSBEACH ROAD – between Bellingham Road and Daneby Road (Catford South)**
- SPRINGRICE ROAD – full length (Hither Green)**
- STAPLEHURST ROAD – from Longhurst road to bridge & from Leahurst Road to outside no 27 (Lee Green)**
- LEE ROAD – from roundabout to Blackheath Rise (Blackheath)**
- LADYWELL ROAD – Church Grove to Bridge (Ladywell)**
- DARFIELD ROAD – from Lindal road to Brockley Road (Crofton Park)**
- MAYOW ROAD – from Burghill Road to jt Sydenham Road (Sydenham)**
- DEPTFORD CHURCH STREET – roundabout at end Creekside (Deptford)**
- STILLNESS ROAD – from Codrington Hill to Bexhill Road (Crofton Park)**
- CODRINGTON HILL – from Stillness road to 62 Codrington Hill (Crofton Park)**
- JERNINGHAM ROAD – various sections at road junctions (Telegraph Hill)**
- NORTHOVER – jt Lamerock Road (Downham)**
- BARING ROAD – From Ronver Road to junction of Westhorne Avenue (Grove Park)**
- PRINCE CHARLES ROAD – Montpelier Road to zebra crossing (Blackheath)**
- FORDMILL ROAD – from Canadian Avenue to bridge (Bellingham)**
- CHINBROOK ROAD – between Garden Close to Robins Close (Grove Park)**

Notes: (*) Some of the roads on the provisional programme will refer to sections of the road and not always the entire road.

Roads not able to be delivered in 2023/24, will be placed on a reserved list and prioritised for 2024/25.

APPENDIX B
2023/24 FOOTWAY IMPROVEMENT PROGRAMME*

Arcus Road – Downham Ward
From Glenbow Road to Swiftdens Way – Both Sides

Broadmead Road – Bellingham Ward
From Brookhowse Road to Knapmill Road – Both Sides

Knapmill Road from Access Road to Broadmead Road – *Even Side Only*

Brockley Road – Crofton Park
From Petrol Station to Co-op Funeral Care – Even Side Only

Farmfield Road – Downham Ward
From Glenbow Road to Sandpit Road – Both Sides

Fordmill Road – Bellingham Ward
From Grangemill Road to Ghent Street – Both Sides

Old Bromley Road – Downham Ward
From No1 Old Bromley Road to Downham Way – Odd Side Only

Pendragon Road – Downham & Whitefoot Wards
From Ballamore Road to Reigate Road

Reigate Road – Churchdown Ward
From Ballamore Road to Northover

Trundleys Road – Evelyn Ward
From j/w Sanford Street to o/s no 222 (opp Park Cafe Honle) – Housing Side Only

Verdant Lane – St Andrew & Hither Green Wards
From entrance of Cemetery to Bus Stop – Cemetery Side Only

Verdant Lane – St Andrew & Hither Green Wards
From Waters Road to Crutchley Road – Housing Side Only

Notes: (*) Some of the roads on the programme will refer to sections of the road and not always the entire road. Roads not able to be delivered in 2023/24, will be placed on a reserved list and prioritised for 2024/25.

APPENDIX C – 2022/2023 & 2023/2024 OVERVIEW OF LIP CAPITAL SCHEMES

Scheme/Programme	Brief overview	2022/23	2023/24
Public Realm schemes			
Coulgate Street	Contribution to Thames Water funded scheme pedestrianizing this location which will incorporate Sustainable Urban Drainage Solutions	Surveys and detailed design of an urban design improvement to pedestrianise Coulgate Street and introduce SuDS	Implementation (note that the build is Thames Water funded) and additional work on detailed design due to presence of significant amount of statutory undertakers apparatus/utilities including medium pressure gas main
Corridor schemes			
Downham Way	As above, a collision reduction scheme to include traffic calming measures on Downham Way between Northover and Bromley Road which was identified	Preliminary design for collision reduction scheme	Detailed design for collision reduction scheme
School safety measures			
School Streets	To implement measures to provide safer environments for children, reduce road danger, and create cleaner environments in the proximity of schools	Developed school street/school zone concept designs for Bonus Pastor/Downderry, Fairlawn and Torridon Schools	Design and install next three School Streets at Bonus Pastor/Downderry, Fairlawn, and Torridon

KEY DECISION

Safer Routes to School	Improve safety for children crossing roads near schools in Lewisham	Focus on school streets	Programme of pedestrian crossing and other improvements to provide safer routes to school to encourage walking and cycling.
Traffic management schemes			
20mph compliance	Improved road safety of roads in Lewisham to improve speed compliance	Installation of numerous VAS signs	Identification of roads with low compliance to 20mph speed limit and implementation of traffic calming measures
Junction improvements at high collision junctions:	Improved road safety of roads in Lewisham	Development of designs at Evelyn Street and Grinstead Road and implementation at Algernon Road and Ladywell Road	Design and build at high collision junctions
Borough-wide weight restrictions	Implementation and improvement of existing environmental weight limits to manage the impact/remove HGVs from residential streets	Study undertaken to identify specified areas and/or routes that require weight restrictions	Design of a number of areas that have been identified as needing weight restrictions to be implemented
Sydenham Road and Mayow Road junction	Junction assessment and improvement at the Sydenham Road and Mayow Road junction to reduce speeding and increase safety. This location was identified as one that experiences excess speed and road danger, including collisions, requiring improved safety for all modes of users	Preliminary design for collision reduction scheme.	Detailed design for collision reduction scheme, to provide all information necessary to implement the road safety scheme

KEY DECISION

Hither Green Lane, Courthill Road and Torridon Road junction	Continue to improve safety of roads in Lewisham. The intention is to continue to address the safety concern areas that have been recognised in the collision study. It should be noted that there are other schemes that are considered greater priority that we are implementing this year.	Funding not provided in 2022/23	Develop design solutions based on further analysis of collision data and implement effective minor improvements
Cycle permeability schemes			
Quietways Permeability improvements Lines and signs refresh Route safety improvements	Improvements to quietways providing safer and more pleasant routes off of more major corridors	Line and sign refresh at Landmans Way and Safety review at Blackheath	Design and implementation of improvements to existing quietways including at Canal Approach as identified in the Deptford Parks Liveable Neighbourhood programme
Contraflow implementation programme	Improved cycle network within Lewisham	One-way to two-way cycling conversions feasibility study for Amersham Vale, Ashby Road, Clifton Rise, St Swithnus Road, Beecroft Road and Marnock Road	Implementation of contraflows
Cycle hangars programme	Increasing the provision of secure cycle parking in the borough. Currently the demand greatly outstrips the funding available, so hangars are being installed where there is greatest demand	Funding has been used to install 75 hangars	Funding will be used to install an estimated additional 22 cycle hangars with locations in the south of the borough will be prioritised where there is currently lowest coverage. It should be noted that cycle hangars will be installed as part of the sustainable streets

KEY DECISION

			programme (mentioned below) also details of which are still being consulted on. Further funding is being sought to increase this number.
Bus priority schemes			
R336 Hail and Ride conversion	Improved bus network in Lewisham	Delayed as a result in delay to TfL public consultation	Detailed design to convert hail stops to permanent bus stops on route 336
R273 Hail and Ride conversion	Improved bus network in Lewisham	Delayed as a result in delay to TfL public consultation	Detailed design to convert hail stops to permanent stops on route 273
Brockley Road bus shelter	New bus shelter to be installed	New bus shelter installed	N/A
Other (not LIP) sustainable transport schemes			
Dockless bikes	Improving the provision of dockless e-bikes across the borough and the management of parking. Currently Lime bikes have appeared in parts of the borough and complaints have been received about obstructive parking.	Borough-wide mapping has been commissioned for marked bays on the carriageway and on the footway where there is sufficient space. An MoU is being developed with Lime, Tier and Human Forest	Dockless bike trial will be launched Marked bays will be introduced in phases, starting with wards in the north of the borough. TMOs will be made for marked bays to be introduced on the footway and carriageway.

KEY DECISION

<p>Electric vehicle charging strategy and implementation of charging points</p>	<p>Research and development of an EV strategy including review of that carried out in Oxford to date for determination with regard to types of chargers provided (i.e. cable channels, lamp column etc.) and arrangements with suppliers. Increased availability of EV charging points.</p>	<p>40 EV chargers have been installed around the borough. EV Implementation Strategy 2023-2026 under development.</p>	<p>Additional EV chargers to be installed around the borough.</p>
<p>Car Sharing</p>	<p>Working collaboratively with car share providers to increase roll out across the borough</p>	<p>Installation of several car club bays all provided by Zipcar.</p>	<p>More car club bays will be implemented through our Sustainable Streets programme and EV strategy. We are also starting a car club trial in the Laurence House car park for use by employees during the working day and for residents out of these hours.</p>
<p>A21 Lewisham Spine</p>	<p>New cycleway for A21 Lewisham Spine (Deptford to Downham). A21 improvements in Catford due to the Catford Regeneration scheme and realignment of the A205 will provide significant improvements for cycling and provide a strengthened case for further investment in the A21 over the next few years.</p>	<p>Continue to work collaboratively with TfL including on outcome of draft Outcome Definition Report (ODR) for Lewisham Spine (Deptford to Downham). ODR was part funded by LBL.</p>	<p>Next steps to be developed.</p>

APPENDIX D

ROAD DANGER REDUCTION PRIORITISATION METHODOLOGY

Background

It is not acceptable that any level of deaths or serious injuries are sustained on London's roads and Lewisham has adopted the Mayor of London's Vision Zero policy of eliminating all killed and serious injuries (KSIs) by 2041. The focus is on reducing casualties and improving conditions, to encourage greater take up of active and sustainable modes, and reducing the dominance of motor vehicles on Lewisham's streets and ensuring that road danger reduction is central to all transport-related activity.

Lewisham's third Local Implementation Plan (LIP3), published in March 2019, sets out the boroughs proposals for achieving the objectives of Vision Zero, and recognises a series of challenges that the council faces. In relation to road safety these include that perceptions of safety and security deter active travel, and that the needs of all road users, particularly vulnerable road users (pedestrians, cyclists, and powered two-wheelers), must be balanced to improve road safety and reduce the number of collisions, particularly those resulting in fatal and serious injuries.

Vision Zero sits alongside other Mayor's Transport Strategy (MTS) targets of increasing the level of active travel and that 80% of all trips in London are to be made by active or sustainable modes by 2041. The council has an ambitious vision for the future of cycling in the Borough and aims to become one of the easiest and safest places to cycle in London. One of the four key targets in The Lewisham Cycle Strategy (2017) to achieving this is to halve the rate of cyclist casualties.

Concerns around traffic levels and road safety are also barriers to people walking in London. 21% of Londoners say too much traffic is a barrier to walking, and 14% say traffic travelling too fast stops them walking more. Improving road safety and reducing levels of traffic in Lewisham will improve environments that can otherwise be intimidating and unpleasant for pedestrians, alleviating these current barriers to more people walking.

The Road Traffic Act 1988, section 39, makes provision for each local authority to carry out studies into accidents and to take steps to both reduce and prevent accidents. This places a duty on each local authority to:

- a. Carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads within their area; and
- b. in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents.

The Council frequently receives requests for a wide range of road safety improvements. These requests, which are in the hundreds per annum, are predominantly for traffic calming measures or pedestrian crossings. It is not possible for the Council to action all requests within available budgets.

At present, the Council does not have an approved policy for prioritising road safety requests. Due to the limitations of existing processes for prioritising road safety improvements, it was deemed necessary to develop alternative methodologies that address community needs and make better use of the Council's resources.

Although the Council typically receives hundreds of requests for safety measures, it is only possible to implement around five schemes per year due to budget constraints. Therefore, it is essential that there is a fair and transparent process to rank and prioritise schemes.

A new assessment and prioritising methodology is proposed which provides a method that ensures that several factors and not only collisions are given consideration in determining the prioritisation of schemes. This enables the assessment process to take better account of road safety, environmental factors, and others on a site-by-site basis. However, the primary source of funding for road safety engineering interventions is the Local Implementation Plan (LIP). The criteria for securing funding through this source require schemes to target a continued reduction in the number of people killed and seriously injured on Lewisham's roads. To achieve this, the schemes are weighted towards criteria which targets casualty reduction for high-risk groups and target locations or routes with a history of killed and seriously injured casualties.

The below provides the methodology that will be used to prioritise road danger reduction sites and a matrix for prioritising sites is provided in **Appendix E**.

On completion of the assessment process, sites will be ranked and those sites with the highest value and where funding is available will be ranked and prioritised for undertaking feasibility appraisals and, where appropriate, detailed design work. The number of sites targeted each year will be dependent on the available budgets.

The priority list will be updated each July to determine which schemes are taken forward for implementation during the forthcoming financial year.

Given the high number of requests received each year, and the limited number of schemes that can be implemented, repeat investigations will not be undertaken at the same location within an 18-month period. These would only be undertaken if there were to be a material and demonstrable change to traffic conditions.

Each year, there will be a review of TfL's collision data across the entire Lewisham Road network. These include the severity of injuries sustained (KSIs), collisions involving vulnerable road users and whether speed related contributory factors have been recorded by the police. This will identify collision clusters and inform the Council's own priorities for road safety improvements. Any identified collision clusters will go through the proposed assessment methodology and may alter the priority ranking list. It should be noted that the collision history at every site on the priority list will not be routinely revisited each year.

A standard weighting will be applied to this methodology as agreed by officers and priorities identified. Where there are instances where there is tied scoring further assessment will be carried out which assesses the site in terms of design considerations as indicated in the further assessment section of the prioritisation matrix. The highest priority locations will then be subject to further detailed analysis from which potential schemes will be selected to form the core of future year's road danger reduction works programme. This process will be undertaken on a trial basis for the next year and will be reviewed so that resources are targeted effectively.

Road Danger Reduction Prioritisation Methodology

As mentioned above a new assessment and prioritising methodology is proposed which provides a method that ensures that several factors and not only collisions are given consideration in determining the prioritisation of schemes. This enables the assessment process to take better account of road safety, environmental factors, and others on a site-by-site basis. For this reason, the following will be considered to provide a wholistic approach to the prioritisation of road danger reduction sites;

- Collision History,
- Traffic, Routes,
- Trip Attractors,
- Economic,
- Local Support,
- Policy,
- Mayor' s Transport Strategy (MTS) Objectives

These categories are further subdivided into subcategories. Each of the subcategories will be scored from zero (0) to three (3), a score of zero (0) will generally reflect that of a negative impact whereas a score of three (3) a positive impact.

A detailed description of how each of these categories is considered is provided below;

Collision History Category

The number and type of collisions as well as those users affected by collisions is a very important consideration in determining the priority of a site and will be scored based on the total number of collisions over the previous three years, the severity of the collisions, whether vulnerable road users sustained injuries and the number of collisions involving children under sixteen (16) years of age. The road safety data provided by the Department for Transport will be used to identify these details. These files provide detailed road safety data about the circumstances of personal injury road collisions, the types of vehicles involved and the consequential casualties. The statistics relate only to personal injury collisions on public roads that are reported to the police, and subsequently recorded, using the STATS19 collision reporting form.

Total collisions (3-year period)

The total number of collisions over the previous 3-year period at the location will be determined from the road safety data and scored according to the number of collisions as follows;

0 - No collisions listed in latest 3-year period

1 - 1 to 2 collisions recorded in last 3 years

2 - 3 to 5 collisions recorded in last 3 years

3 - more than 5 collisions recorded in last 3 years

KSI Severity

KSI severity is a measure of the severity of the collision (i.e. the number of collisions involving casualties that are killed or seriously injured) and will be determined from road safety data and scored as follows;

0 - No collisions listed as fatal or serious

1 - 1 serious collision recorded

2 - 2 serious collisions recorded

3 - More than 2 serious collisions or fatal recorded

Vulnerable Road Users

Vulnerable road users (VRU) are road users not in a car, bus or truck, generally considered to include pedestrians, motorcycle riders, cyclists, children 7-years and under, the elderly and users of mobility devices. In the event of a crash, VRUs have little to no protection from crash forces. The number of collisions involving VRUs will be determined from road safety data and scored as follows;

0 - No vulnerable road users sustained injuries

1 - 1 vulnerable road user sustained injuries

2 - 2 vulnerable road users sustained injuries

3 - More than 2 vulnerable road users sustained injuries

Child Casualty (U 16)

Children and young people are among the most vulnerable road users. They are involved in a disproportionate number of road traffic collisions, particularly as pedestrians and cyclists. Consideration is therefore given to the number of collisions involving children under sixteen (16) years of age, and will be determined from road safety data and scored as follows;

0 - No child casualties

1 - 1 child casualty recorded

2 - 2 child casualties recorded

3 - More than 2 child casualties recorded

Traffic Category

The volume, type and speed of traffic is an important consideration in determining the priority of a site. Lewisham Council as well as Transport for London conduct traffic surveys regularly which record speed, volume, and composition on several the roads in the borough usually over a week. Where this data is available it will be used to provide a score as below. Where this data is not available an officer will provide an initial score based on knowledge of the location or if not familiar will visit the site and score based on findings. Further investigation may be necessary and whether this is the case is to be determined by the Council officer. Scores for traffic related matters will be scored as indicated below;

Speed

The speed at which vehicles are travelling is an important factor as it affects the likely severity of collisions as well as the perceived safety of the area. It should be noted that although average speeds may be at an acceptable level, the 85%ile speed, which is often taken as indicating the speed at which most vehicles travel at or below and are a good indicator of driving behaviour, can be between around 5 and 8mph higher than the average speed. Therefore, even when in a 20mph zone the 24mph threshold is met, the 85%ile could be around 30mph which is clearly undesirable within a 20mph speed limit. DfT's publication 'Setting Local Speed Limits (2013)' states "the aim of speed management policies should be to achieve a safe distribution of speeds consistent with the speed limit that reflects the function of the road and the road environment. This implies a mean speed appropriate to the prevailing road environment, and all vehicles moving at speeds at or below the legislated speed limit, while having regard to the traffic conditions.

Speed will be scored according to the following;

- 0 - 85%ile less than 20mph
- 1 - 85%ile 20-25mph
- 2 - 85%ile 25.1 - 30mph
- 3- 85%ile exceeds 30mph

Volume

The volume of traffic at a location can affect the level of potential danger (both actual and perceived), the likelihood of a collision as well as relative value of the site given the level of use and is therefore considered in determining the priority of a site. To account for this the traffic count data will be analysed or where not available determined by other means as described above to determine the average number of vehicles that are at the site per hour and will be scored as indicated below;

- 0 - Fewer than 500 vehicles per hour
- 1 - 500 - 999 vehicles per hour
- 2 - 1000- 1500 vehicles per hour
- 3 - Greater than 1500 vehicles per hour

Composition (HGV)

The type of traffic in the area is considered in determining the priority of the site. HGVs by their nature can pose more of a threat and are therefore considered. The use of Heavy Goods Vehicles (HGVs) on our roads is governed by a comprehensive regulatory regime. A considerable amount of work is also underway, particularly with good practice management schemes and technological solutions. In recent years, there has been considerable focus on understanding the risk to cyclists and developing measures to reduce this risk. However, there has been less attention paid to the risk to pedestrians. To account for this the road safety data will be analysed to determine the percentage of HGV vehicles that are at the site during the surveying period and will be scored as indicated below;

- 0 - No large vehicles
- 1 - Proportion of HGVs <2%
- 2 - Proportion of HGVs between 2 and 5%
- 3 - Proportion of HGVs > 5%

Speed Related Contributory Factors

Since 2005 police forces in Great Britain have recorded those factors which contributed to a collision as an integral part of the data collection process (STATS19) relating to road traffic collisions. The contributory factors system was developed to provide some insight into why and how road accidents occurred and help investigation of how accidents might be prevented.

The range of contributory factors available allow details regarding the road environment (e.g., whether the road surface includes any defects such as potholes or cracks, was slippery due to weather conditions etc.), vehicle defects (e.g. worn tyres, brakes or steering defective etc.), injudicious action by the driver / rider (e.g. ignoring traffic signals, Give-Way / Stop lines, exceeding the speed limit, travelling too fast for conditions) and so on. Up to six contributory factors can be recorded and more than one can be recorded for each vehicle / casualty.

Collision data was historically collected either at the scene of incidents by police officers or at a police station where a collision was reported 'over the counter.' With the introduction of 'self-reporting' online in 2016 (which TfL have indicated can be between 30 and 40% of the reports received) contributory factors are not collected in these cases leading to gaps in the data.

To best identify where measures are likely to be most effective road safety data for the previous 3 years at the site, where available will be analysed to determine whether there are any

instances where speed is indicated as a contributory factor and the extent to which it is identified as being a contributing factor and will be scored as indicated below;

- 0 - No speed related contributory factors recorded by the police
- 1 - Careless / reckless / in a hurry' listed as contributory factor (code 602)
- 2 - Driving too fast for conditions listed as contributory factor (code 307)
- 3- Exceeding speed limit' listed as contributory factor (code 306)

Routes Category

To best route various forms of travel the Council identifies several routes for various activities. The most significant of these routes are those identified to access cycle, school and park or green spaces. Those locations that have been identified as key routes hold greater value than others and are therefore considered here via a scoring method as indicated below;

Cycle network

London Borough Lewisham wants to be one of the easiest and safest places to cycle in London, where cycling is a natural and easy choice of transport for anyone. Lewisham's cycling strategy looks at where cycling in Lewisham is at and where it aspires to take it in the future. There are four key targets which have been identified, these are to:

1. Double the number of cycling journeys
2. Increase the proportion of employed residents cycling to work to 10%
3. Halve the casualty rate of cyclists
4. Increase the number of children cycling to school by 50%

These targets as well as others will be achieved partially by improving cycling infrastructure and road safety. The sites' ability to contribute to this will be measured in terms of its proximity to the existing cycle network and if on the network its ability to improve the network and will be scored as follows;

- 0 - The location is not part or near to the cycle network
- 1 - The location is near to the cycle network
- 2 - The location is a connector and/or on the cycle network
- 3 - This location is on the cycle network and will improve cycle facilities

Key/significant route to school

All children need a safe route to school. Consideration is given to whether the site will contribute to developing that infrastructure so that it better meets the needs of children and young people

in their area. These improvements may address a range of objectives, including environmental improvements, health benefits and enhanced child safety and security. The sites' ability to contribute to this will be measured in terms of its proximity to existing a key / significant route/s to school/s and whether they are sustainable route/s and if on a route its ability to improve the route, and will be scored as follows;

0 -The location is not part of a key / significant route to school

1 - This location is near to a school but is not a key or significant direct sustainable route to the school

2 - This location is near to a school and is on a key/significant direct sustainable route to school

3 - This location is near to multiple schools and is on several key significant direct sustainable routes to school

Key/significant route to Park/Green Space

Park/green space plays a significant role in modern society, especially in terms of improving health, most people choose a method of active travel (walk or cycle) to access park/green spaces, which are often the main places for leisure and sports in Lewisham. Consideration is given to whether the site will contribute to developing the infrastructure near or on routes to parks/green spaces so that it better meets the needs of people using the route. These improvements may address a range of objectives, including environmental improvements, health benefits and enhanced safety and security. The sites' ability to contribute to this will be measured in terms of its proximity to existing a key / significant route/s to a park/green space or multiple parks/green spaces and whether they are sustainable route/s, and will be scored as follows;

0 - The location is not part of a key/significant route to Park/Green Space

1 - This location is near to a park/Green space but is not on a direct sustainable route.

2 - This location is near to a park/Green space and is on a direct sustainable route.

3 - This location is near to multiple parks/Green spaces and is on multiple direct sustainable routes.

Trip Attractors Category

Trip attractors are destinations that create trips by the nature of that provided at their location. Trip attractors are considered to include schools, hospital, doctors, nursing homes, shops, sports centres, places of worship, places of employment, tourist attractions, train stations and bus stops. Trip attractors are considered in determining the priority of a site as these indicate likelihood of more vulnerable users as well as a likely increased volume of users. For each of the attractors identified there will be a score of either 0 or 1 dependant on whether there is one of these within 500m of the site (scores 1) or not (scores 0). Other than schools which will be considered as follows;

- 0 - No schools within 500m
- 1 - Secondary school within 500m
- 2 - Primary / Infant / nursery school within 500m

Economic Category

The economics of a safety scheme is considered in determining their priority due to the importance of providing cost effective and feasible schemes. The availability of funding, benefits to the local economy and maintenance liability in future years as well as whether the scheme aligns with other local schemes will be considered by officers as follows;

Funding for the scheme

Road safety schemes are primarily funded by Transport for London's (TfL's) Local Implementation Plan (LIP) or developer agreement funding

LIP funding is the process through which TfL provide boroughs with financial support. The funding is for schemes to improve their transport networks in a way that is consistent with and supports the Mayor's Transport Strategy. These schemes are detailed in each borough's LIP.

A developer agreement is any legal document that secures contributions from a development for infrastructure or affordable housing (including section 106 planning obligations (S106) and section 278 agreements (S278)), or any demand notice for CIL.

Section 106 (S106) is a specific type of funding which can be used to develop and/or improve community facilities and various open spaces. This funding has been secured through a planning obligation request which is a deed or agreement attached to the land that is the subject of a planning permission. Contributions secured through planning obligations are used to mitigate or compensate for the negative impacts of a development.

The funding of Section 278 Agreements is typically shared between the developer and the local authority. The exact allocation of funding responsibilities will vary depending on the specific terms of the agreement, but it is common for developers to contribute a significant portion of the funding.

The availability of funding is considered in determining the priority of a site by determining the availability of S106 funding only as most schemes are likely to meet criteria for LIP funding and S278 funding is a more complex arrangement and therefore not considered at this stage. Funding will therefore be scored with regard to whether any S106 funding is available or not as follows;

- 0 - No funding identified
- 1 - Possible funding identified

Benefits to the local economy

There may be benefits to the local economy as a result of a scheme for instance more pedestrians likely to visit an area where there are shops as a result of improved pedestrian safety in the area. There are many different means that a scheme may benefit the local economy, and this will be accounted for with regard to whether the scheme will benefit the local economy or not as follows;

0 - No benefits to the local economy

1 - Benefits to the local economy

Maintenance liability in future years

Improved infrastructure may add or remove elements that will be more or less of a maintenance liability in the future. Greater priority will be given to those schemes that do not introduce maintenance liability in future years as follows;

0 - Maintenance liability in future years

1 - No maintenance liability in future years

Alignment with other local schemes

There is continued improvements to infrastructure in Lewisham and safe integrated mobility is enhanced where there is alignment to other local schemes. Consideration is therefore given as to whether the scheme aligns with other local schemes and will be scored as follows;

0 - No alignment with other local schemes

1 - Alignment with other local schemes

Local Support Category

The economics of a safety scheme is considered in determining their priority due to the importance of providing relevant, locally valuable, and feasible schemes. The level of wider community support and stakeholder support of schemes will be considered by officers in terms of whether there is support or not as below and will primarily be identified through icasework or public consultation and engagement that has been carried out;

Wider community support

0 - No wider community support

1 - Community support indicated

Stakeholder support

0 - No stakeholder support

1 - Stakeholder support

Policy Category

There are several policies in place to improve Lewisham and support wider initiatives which safety scheme may contribute to. The means by which schemes may contribute are numerous and vary but primary considerations include the scheme's ability for modal shift for instance decreasing the level of car use and increasing cycle use. Other primary contributors include increasing the cycle network and benefits to climate change. The means by which these are considered are detailed below;

Ability for modal shift

Modal shift is the shifting of travel modes that humans go through based on a range of variables. It occurs when one mode has a comparative advantage over another in terms of costs, capacity, time, flexibility, or reliability. Modal shift is an important element of the debate around creating a more sustainable transport system that benefits us all therefore is considered in determining the priority of a scheme.

0 - No ability for modal shift

1 - Ability for modal shift

Increasing cycle network

We aim to continue expanding the Lewisham's cycle network, connecting different areas across the borough. The Strategic Cycle Network (SCN) needs expansion to meet the LIP target of 19% of Lewisham population to live within 400m of a SCN. Increasing the cycle network is taken into consideration when determining the priority of a scheme by scoring that reflects whether or not an officer considers the scheme to increase the cycle network or not.

0 - No increase to cycle network

1 - Increase to cycle network

Contribution to climate change

Society faces a climate and ecological crisis that is the legacy of a generation of inaction. The declaration of a Climate Emergency by Lewisham Council, and hundreds of other organisations up and down the country, is the first step in answer to the call for a new response to this crisis. The difference in the impetus for change is that this call for action has come from citizens, and particularly from young people, internationally, but also here in the borough and we have an

obligation to future generations. We also have a duty to protect the most vulnerable members of our society therefore whether a scheme contributes to climate change or not is considered when determining the priority of a scheme and will be determined by an officer.

0 - No contribution to climate change

1 - Contribution to climate change

Mayor's Transport Strategy (MTS) Objectives Category

The Mayor's Transport Strategy (July 2018) outlines the Mayor's vision for transport in London. The overarching aim of the MTS is to reduce Londoners' dependency on cars and to increase the active, efficient and sustainable (walking, cycling and public transport) mode share of trips in London to an ambitious 80 per cent by 2041. In addition to the overarching mode share aim, the MTS has identified the following road safety objectives:

- London's streets will be safe and secure – This is captured by the Vision Zero action plan, which aims to improve the street environment such that by 2041 no killed or serious injury collisions occur on the network.
- The MTS sets an interim target of reducing KSIs by 65% by 2022. For LBL the 2022 target is 44 KSIs (from the 2005-09 average of 125 KSIs).

The objectives of the will be considered and scored based on the sites likelihood of contributing to both the Vision Zero target and the Active Travel target as follows;

Vision Zero target contribution

Vision Zero is a multi-national road traffic safety project that aims to achieve a roadway system with no fatalities or serious injuries involving road traffic. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe. A core principle of the vision is that "Life and health can never be exchanged for other benefits within the society" rather than the more conventional comparison between costs and benefits, where a monetary value is placed on life and health, and then that value is used to decide how much money to spend on a road network towards the benefit of decreasing risk.

Consideration will be given to how the site is able to contribute to the Vision Zero target and scored depending on whether or not it contributes to the objective.

0 - Doesn't contribute to Vision Zero objective

1 - Contributes to Vision Zero objective

Active Travel target contribution

Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by

wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes (adapted from the definition in the Future of Mobility: urban strategy).

Walking, wheeling, and cycling are the least carbon-intensive ways to travel. However, walking currently accounts for only 5% of the total distance travelled in England. Around 49% of trips in towns and cities under 5 miles were made by car in 2021, with around a quarter of all car trips in England less than 2 miles. Many of these trips could be walked, wheeled, or cycled, which would help to reduce the 68 megatons (Mt) carbon dioxide equivalent (CO₂e) emitted from cars in 2019. This would benefit local economies, as well as improve people's health. More active travel will also make roads quieter, safer and more attractive for people to walk, wheel and cycle – a virtuous cycle.

Active Travel target contribution will be considered in terms of whether or not it improves active travel infrastructure and/or promotes behaviour change to enable active travel and will be scored as follows;

0 - Doesn't contribute to Active Travel objective

1 - Contributes to Active Travel objective

Further Assessment

A standard weighting will be applied to this methodology as agreed by officers and priorities identified. Where there are instances where there is tied scoring further assessment will be carried out which assesses the site in terms of design considerations as indicated below. The highest priority locations will then be subject to further detailed analysis from which potential schemes will be selected to form the core of future year's road danger reduction works programme. This process will be undertaken on a trial basis for the next year and will be reviewed so that resources are targeted effectively.

Design Category

There are many elements to the design of a safety scheme many of which affect the feasibility of a scheme. The design of the scheme is considered in determining the priority of the scheme in terms of the need for third party approvals and likelihood of obtaining third party approvals, whether the design is difficult or not and the need for Traffic management order/s (TMO/s) and likelihood of obtaining TMO/s). The means by which these are considered are detailed below;

Third party approvals (TfL Network)

Third party approvals are likely to primarily involve Transport for London (TfL) whether as a result of funding or that the scheme affects the Transport for London Route Network (TLRN). There are several design criteria that must be met for schemes that are funded by TfL or on the TRLN and this may affect the feasibility of a scheme. Other third-party approvals that may affect the feasibility of a design can include Network Rail and statutory undertakers. This is taken into consideration when determining the priority of a scheme by scoring that reflects whether or not

the scheme requires third party approvals.

0 - No Third Party Approval

1 - Third Party approval

Difficulty of design

The level of difficulty involved in the design of a scheme can affect the feasibility of a scheme. There are several design criteria that must be met for schemes such as design standards and there are often constraints to design such as available space. The level of difficulty in the design of the scheme is taken into consideration when determining the priority of a scheme by scoring that reflects whether or not an officer considers the scheme design difficult or not.

0 - Design considered difficult

1 - Design not considered difficult

Traffic management orders (TMOs)

Traffic management orders (TMOs) are legal documents drafted and made by the council, usually under the Road Traffic Regulation Act 1984. They regulate the use of highways for movement and parking. They can be permanent, temporary, or emergency orders or special event orders for traffic management during an event.

When a change to the traffic order is to be made Lewisham Council advertise the proposed change in a local newspaper and put notices on street near the location of the proposed change. Lewisham Council also consult with the emergency services and transport associations. Anyone can make a representation to Lewisham Council about the proposals.

The requirement for TMOs and the likelihood of their being approved for a scheme can affect the feasibility of a scheme. TMOs are taken into consideration when determining the priority of a scheme by scoring that reflects whether or not an officer considers the scheme requires a TMO or not.

0 - TMO required

1 - No TMO required

APPENDIX E ROAD DANGER REDUCTION PRIORITISATION SCORING MATRIX

Key Category	Ref	Scoring Criteria Sub Category	0	1	2	3
Collision History	CH1	Total collisions (3 year period)	No collisions listed in latest 3 year period	1 to 2 collisions recorded in last 3 years	3 to 5 collisions recorded in last 3 years	more than 5 collisions recorded in last 3 years
	CH2	KSI Severity	No collisions listed as fatal or serious	1 serious collision recorded	2 serious collisions recorded	More than 2 serious collisions or fatal recorded
	CH3	Vulnerable Road Users	No vulnerable road users sustained injuries	1 vulnerable road user sustained injuries	2 vulnerable road users sustained injuries	More than 2 vulnerable road users sustained injuries
	CH4	Child Casualty (U 16)	No child casualties	1 child casualty recorded	2 child casualties recorded	More than 2 child casualties recorded
Traffic	T1	Speed	85%ile less than 20mph	85%ile 20-25mph	85%ile 25.1 - 30mph	85%ile exceeds 30mph
	T2	Volume	Fewer than 500 vehicles per hour	500 - 999 vehicles per hour	1000- 1500 vehicles per hour	Greater than 1500 vehicles per hour
	T3	Composition (HGV)	No large vehicles	Proportion of HGVs <2%	Proportion of HGVs between 2 and 5%	Proportion of HGVs > 5%
	T4	Speed Related Contributory Factors	No speed related contributory factors recorded by the police	Careless / reckless / in a hurry' listed as contributory factor (code 602)	Driving too fast for conditions' listed as contributory factor (code 307)	Exceeding speed limit' listed as contributory factor (code 306)
Routes	R1	Cycle network	The location is not part or near to the cycle network	The location is near to the cycle network	The location is a connector and/or on the cycle network	This location is on the cycle network and will improve cycle facilities
	R2	Key/significant route to school	The location is not part of a key / significant route to school	This location is near to a school but is not a key or significant direct sustainable route to the school	This location is near to a school and is on a key/significant direct sustainable route to school	This location is near to multiple schools and is on several key significant direct sustainable routes to school
	R3	Key/significant route to Park/Green Space	The location is not part of a key/significant route to Park/Green Space	This location is near to a park/Green space but is not on a direct sustainable route.	This location is near to a park/Green space and is on a direct sustainable route.	This location is near to multiple parks/Green spaces and is on multiple direct sustainable route.
Trip Attractors	TA1	Schools	No schools within 500m	Secondary school within 500m	Primary / Infant / nursery school within 500m	N/A
	TA2	Hospital, Drs, Nursing home	No hospital, doctors surgery, nursing home within 500m	Hospital, doctors surgery, nursing home within 500m	N/A	N/A
	TA3	Shops	No shops within 500m	Shops within 500m	N/A	N/A
	TA4	Sports Centre	No sports centre / leisure facility within 500m	Sports centre / leisure facility within 500m	N/A	N/A
	TA5	Place of worship	No places of worship within 500m	Places of worship within 500m	N/A	N/A
	TA6	Employment	No major places of employment within 500m	Places of employment within 500m	N/A	N/A
	TA7	Tourist Attraction	No major tourist attractions within 500m	Major tourist attractions within 500m	N/A	N/A
	TA8	Train station	No train stations within 500m	Train stations within 500m	N/A	N/A
	TA9	Bus stop	No bus stops within 500m	Bus stops within 500m	NA/	NA/
Economic	E1	Funding for the scheme (£106)	No funding identified	Possible funding identified	funding allocation received	Funding receive with timeframe for expenditure
	E2	Benefits to the local economy	No benefits to the local economy	Limited benefit to the local economy	Some Benefit to the local economy	direct benefit to local economy
	E4	Alignment with other local schemes	No alignment with other local schemes	located close to other local schemes	Location will add to other local schemes	Location with add to a route of improvements
Local Support	LS1	Wider community support	No wider community support	Likely to be community support	multiple requests and/or petition for scheme	Supportive result of consultation
	LS2	Stakeholder support	No stakeholder support	Likely to be Stakeholder support	some supportive feedback or requests for scheme	supportive based on local engagement or consultation
Policy	PO1	Ability for modal shift	No ability for modal shift	Limited Ability for modal shift	Some ability for modal shift	High ability for modal shift
	PO2	increasing cycle network	No increase to cycle network	Limited increase to cycle network under 50 metres	Some increase to cycle network under 500 metres	Significant increase in Cycle network above 500 metres.
	PO3	contribution to climate change	No contribution to climate change	Limited or indirectly Contribution to climate change	In direct contribution to climate change	High contribution to climate change
MTS Objectives	MTS1	Vision Zero target contribution	Doesn't contribute to Vision Zero objective	Limited or indirectly contribution to Vision Zero objective	some direct contributions to Vision Zero objective	High contribution to Vision Zero objective
	MTS1	Active Travel target contribution	Doesn't contribute to Active Travel objective	Limited or indirectly contributes to Active Travel objective	Some direct Contribution to Active Travel objective	High Contribution to Active Travel objective

Further assessment (in case of tied prioritisations scoring on above)

Design	D1	Third party approvals (TfL Network)	Multiple third party approvals required	Some third party requirements	Limited third party requirements	No third party approvals needed
	D2	Difficulty of design	Design considered difficult	Design not considered difficult	N/A	N/A
	D3	Traffic Management Orders (TMOs)	Multiple changes and types of Traffic Orders required	Experimental TMOs required	single permanent TMO required	No changes to TMO required

APPENDIX F
ELECTRIC VEHICLE INFRASTRUCTURE IMPLEMENTATION
PLAN 2023 – 2026

APPENDIX G
LIST OF SCHOOLS INCLUDED IN SCHOOL STREET TRAFFIC
ORDERS

Traffic Order No. 1 (Notice of Making)

Coming into force: 14-Feb-2022

Expires: 04-Aug-2023

Beecroft Garden Primary School (SS34)

Childeric Primary School (SS30)

Elfrida Primary School (SS27)

Gordonbrock Primary School (SS9)

Grinling Gibbons Primary School (SS41)

Stillness Infant School (SS35)

Stillness Junior School (SS35)

Traffic Order No.10 (Notice of Making)

Coming into force: 04-April-2022

Expires: 04-Oct-2023

Adamsrill Primary School (SS6)

All Saints Church of England Primary School (SS5)

Ashmead Primary School (SS15)

Deptford Green School (SS7)

Kelvin Grove Community Primary School (SS1)

Prendergast Ladywell School (SS4)

Tidemill Academy (SS2: Tidemill Way/ SS7: Angus St)

Traffic Order No.28 (Notice of Making)

Coming into force: 22-Aug-2022

Expire: 21-Feb-2024

Eliot Bank School (SS10)

Conisborough College (SS26)

Traffic Order No.4 (Notice of Making)

Coming into force: 4-April-2022

Expire: 4 Oct-2023

All Saints Church of England Primary School

Prendergast Ladywell School.

Adamsrill Primary School

Kelvin Grove Community Primary School.

Tidemill Academy.

Deptford Green School

Ashmead Primary School