

## **Roads Task Force**

The [Roads Task Force](#) recommended that TfL and the London boroughs adopt a Street Type approach to help us work together more effectively. TfL responded by agreeing to map streets according to type by March 2015, and through this exercise, to build a functional picture of London's road network, both now and in the future. TfL has made good progress to develop the mapping technique and an agreed process for working with boroughs to agree Street Types.

Following our pilot with six London boroughs early last year, work is well underway to agree Street Types maps across London, which is due to be completed by Summer 2015. TfL held a workshop with Lewisham officers in December and a follow up workshop is to follow shortly, focused on future place and movement functions of the network to complete the exercise.

## **Air Quality**

TfL is supportive of Lewisham's continued efforts to improve air quality, mitigate climate change and promote sustainable transport as demonstrated by their Local Implementation Plan and active review on monitoring of their Air Quality Management Areas.

We are grateful for Lewisham's Ultra Low Emission Zone (ULEZ) consultation response and general support for the proposals, although we acknowledge the borough's desire to expand and tighten the zone.

As set out in the consultation material, ULEZ will have benefits for wider London, not just the proposed ULEZ area. TfL analysis suggests that there would be 69 per cent reduction in the population of Lewisham living in areas exceeding the NO<sub>2</sub> limit values as a result of ULEZ in 2020.

TfL Transport Emissions Roadmap (September 2014), provides a range of measures for boroughs, and others, to adopt to further reduce emissions from ground based transport. An idea put forward in the roadmap for tackling pollution hot spots is Low Emission Neighbourhoods, which are intended to be a package of targeted measures that together have a measureable impact on the air pollution in a local area.

TfL will be holding a workshop in May 2015 with boroughs to discuss the ideas and proposals in the Transport Emissions Roadmap, including Low Emission Neighbourhoods, and how we can best work together to take them forward. London boroughs will be contacted in due course.

## **Cycle Superhighways**

Barclays Cycle Superhighways are cycle routes running from outer London into central London Cycle Superhighways are cycle routes running from outer London

into central London They provide safer, faster and more direct journeys into the city. Four have launched, with a number of new routes to be opened by 2016.

CS3 and CS7 launched in summer 2010; CS8 and the first phase of CS2 launched in summer 2011. An extension of CS2 from Bow to Stratford launched in November 2013. There will be a number of new routes opened by 2016.

#### **CS4 Woolwich to London Bridge**

TfL is still in concept design on CS4 and looking at testing the design proposals in a model over the following weeks. Once we have some indication of the impact we will recommence discussions with the borough and the Convoys Wharf development again.

#### **CS5 Extension Lewisham to Victoria**

TfL is currently working with the London Borough of Lewisham to explore the section of Cycle Superhighway Route 5 through to Lewisham station and Greenwich town centre which includes the possibility of using quieter backstreet roads. Once feasibility work is complete, we will ensure we provide you with further detail and possible timeframes for implementation.

#### **Quietways**

Around 580k trips are currently made by bicycle in London each day. The Mayor's target of 1.5m cycling journeys per day by 2026 cannot be met through getting existing cyclists to cycle more - we need to encourage non-cyclists to cycle. The Mayor's Cycling Vision details a wide range of investment in different measures to achieve this, through an approved budget of £913m through to 2022. While segregated cycle lanes are popular with some existing cyclists we know from our research that many non-cyclists would prefer to cycle on quieter roads away from busy traffic. This is particularly the case with female cyclists and cycling-considerers, and as such the Cycling Vision projects are designed to cater to as many different potential cyclists as possible.

The Quietways programme is a £120m programme which will deliver a network of radial and orbital cycle routes throughout London until 2022. They will be well-signed, linking key destinations that follow direct back-street routes, through parks, along waterways or tree-lined streets. They will also be designed to overcome the most important barriers to cycling, targeting less confident cyclists who want a safer cycling experience, whilst also providing for existing cyclists who want to travel at a gentler pace. Their measures will include making one-way streets two-way for cycling, closing roads to through traffic, traffic calming and speed reduction, and will include protection over crossing points and where the routes have to join busier roads for short stretches. Each Quietway will be delivered as a whole to provide a continuous route for cyclists, and every London borough will benefit from the programme.

The programme involves a pilot phase of seven routes, followed by up to three delivery phases. Seven pilot Quietway routes were selected in late 2013 to progress to Route Delivery Plan stage to assess feasibility of these routes. These routes met the Quietways criteria, including quick-win buildability by 2016. They also demonstrated a mix of orbital and radial routes across (originally) 17 London boroughs, as well as different Quietways characteristics and supportive demand analysis for the routes. The Waterloo to Greenwich pilot route is one of the first two pilot routes to be delivered; this route enters Lewisham from the South Bermondsey area. The seven pilot routes are now in delivery and the first two pilot routes are envisaged to be delivered by spring 2015. TfL appointed Sustrans as the Delivery Agent to continue the work done in the pilot phase and work with TfL and the London boroughs to deliver future routes throughout 2016 and 2017.

TfL has also undertaken prioritisation activity for future routes beyond the pilot phase. The route assessment work will enable TfL to justify future prioritised and selected routes, and the financial approvals needed to develop these routes. During 2014, TfL undertook route proposal assessments (from c.80 priority route proposals pan-London) with borough officers. Lewisham and the Cycling Commissioner highlighted a number of priority routes in the borough. Our last borough and managing authority Quietways meeting was held on 17 October 2014. Nick Harvey attended this event from Lewisham. An update of the work being undertaken in the pilot phase and the process for routes to be prioritised and selected beyond the pilot phase was also presented to boroughs at this meeting.

TfL and the Cycling Commissioner wrote to all relevant London boroughs in October/November 2014, including Lewisham, outlining suggested routes to prioritise. Prioritisation was based on the Quietways criteria outlined at previous Quietways programme meetings with borough officers, discussions with the Cycling Commissioner, route assessments, and other supplementary information. Lewisham officers provided feedback on the priorities identified and potential timescales for delivery in January 2015; the borough is in support of all the routes suggested, which include:

- Greenwich foot tunnel (Greenwich) to Croydon via Ladywell and Catford (Lewisham)
- Pilot Waterloo-Greenwich route north of Burgess Park (Southwark) to Honor Oak Park (Lewisham) via Peckham
- Penge East (Bromley) to Honor Oak Park (Lewisham)
- Thames Path from Southwar/Lewisham boundary to Lewisham/Greenwich boundary
- Orpington (Bromley) to Canary Wharf (Tower Hamlets) via Greenwich (Greenwich)

- Clapham Common (Lambeth) to Woolwich foot tunnel (Greenwich) via Tulse Hill (Lambeth), Nunhead (Southwark), Lewisham town centre (Lewisham) and Eltham (Greenwich)
- Honor Oak Park to Ladywell Fields

The borough has indicated that the majority of these routes could be delivered post-2016 and has highlighted private land negotiations required for some of these routes. An internal reorganisation within Lewisham, resulting in key members of staff leaving, poses a significant risk to delivery. TfL will be arranging a meeting with the borough to discuss how TfL and the Delivery Agent can assist the borough with delivery. TfL is also happy to work with the borough to look at whether additional improvements to cycling not covered within the Quietways programme could instead be funded through other sources, such as the LIP Corridors and Neighbourhoods funding.

Following analysis of borough feedback and further prioritisation, TfL will confirm with boroughs/managing authorities which routes are to be taken forward under the next phase of the programme later this month.