

MAYOR & CABINET		
Report Title	Local Implementation Plan – Annual Spending Submission 2016/17	
Key Decision	Yes	Item No.
Ward	All	
Contributors	Executive Director for Resources and Regeneration	
Class	Part 1	Date: 30 September 2015

1. Summary

- 1.1 In 2011 Council's second Local Implementation Plan (LIP) was prepared and submitted to Transport for London (TfL). The LIP was agreed by Mayor and Cabinet on 17th November 2011 and by full Council on 29th November 2011.
- 1.2 The LIP is the Council's policy on transport from 2011 to 2031. Each year an Annual Spending Submission sets out proposals for the delivery of transport projects for the forthcoming year (2016/17). It also includes an indicative programme for future years (2017/18 and 2018/19) which may need to be varied through future Annual Spending Submissions to take account of changing LIP allocations or changes in Council scheme priorities.
- 1.3 The Annual Spending Submission for 2016/17 is based on:
 - Schemes already commenced or continuing in 2015/16;
 - Schemes planned and developed during 2015/16, and;
 - New schemes based on LIP policy priorities.

2. Purpose of the Report

- 2.1 This report includes a brief description of the proposed LIP projects for delivery during 2016/17 and seeks approval to submit the LIP Annual Spending Submission 2016/17 to TfL for their approval.

3. Recommendation

- 3.1 The Mayor is recommended to approve the LIP Annual Spending Submission 2016/17 to TfL as set out in Tables 1-3 (sections 7, 9 and 11).

4. Policy Context

- 4.1 The Greater London Authority Act requires each London Borough to prepare a Local Implementation Plan (a LIP) to implement the London Mayor's Transport Strategy (MTS) within their area. The strategy was published on the 10th May 2010, alongside statutory guidance to London boroughs on LIPs.

- 4.2 Lewisham's second LIP was approved by the Lewisham Mayor and the London Mayor in 2011. The LIP was developed within the framework provided by the MTS and consists of an evidence base, objectives, targets and initial three year programme. The goals, objectives, and outcomes for the LIP reflect local policies and priorities and are aligned with the Council's Corporate Priorities and the Sustainable Community Strategy.
- 4.3 As a major policy document, the LIP supports all six priorities of the Sustainable Community Strategy and has particular relevance to the many economic, environmental and social improvements that rely on a modern transport system.
- 4.4 Proposals recommended for 2016/19 LIP funding have been shaped and prioritised by the LIP policy objectives.

5. Background

- 5.1 Much of the investment the Council makes in streets and transport uses TfL funding to support delivery of the proposals set out in the LIP.
- 5.2 Since 2011/12 most of this funding has been in the form of a single funding stream for "Corridors, Neighbourhoods and Supporting Measures". The other separate funding streams are Principal Road Resurfacing, Bridge Assessment and Strengthening, and Major Schemes.
- 5.3 In 2011/12 TfL streamlined the funding processes to enable Boroughs to focus on fewer but more holistic projects that address a range of objectives and make a more significant improvement. The proposed programme reflects this approach, which improves value for money, and reduces the disruption caused by returning to make 'single objective' interventions each year.
- 5.4 LIP funding for "Corridors, Neighbourhoods and Supporting Measures" is allocated to local authorities based on a formula intended to reflect relative 'need'. Annually, each local authority must submit a detailed programme to TfL in the form of an "Annual Spending Submission" for approval and release of this funding allocation.
- 5.5 TfL also requires local authorities to submit annual bids for 'Principal Road Maintenance' and 'Bridge Assessment and Strengthening' funding. Local authorities may also bid for 'Major Scheme' projects. 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 2016/17 are not know at the present time.
- 5.6 The Annual Spending Submission Guidance for 2015/16 requires that submissions need to be made to TfL by Friday 9th October 2015.

6. Developing the spending submission

- 6.1 The borough prioritises its transport projects, using various techniques based around schemes' 'policy fit' with LIP and MTS objectives, projected contribution towards meeting LIP targets, strength of evidence and local support, and deliverability, based on internal capacity, value for money and risk. This enables consistency between the LIP objectives, Delivery Plan and Performance Monitoring Report – the three core parts of the LIP.
- 6.2 For the 2016/17 programme, many of the projects are continuing from previous years, requiring LIP funding to be completed. These projects have been cross-checked against relevant evidence (e.g. accident statistics and other local conditions) which has also been considered in developing candidate projects for future years as part of the 2017/18 and 2018/19 indicative funding submissions.
- 6.3 The schemes within the three-year programme seeks to deliver various outcomes, such as:
- facilitating more efficient movement of people across the borough through the reprioritising carriageway space and junctions;
 - improving streetscapes and physical accessibility by enhancing the local urban realm;
 - encouraging the use of the most sustainable modes of transport (i.e. walking, cycling, public transport) through travel plans, and education and training programmes
- 6.4 The LIP schemes are developed within the context of existing utilities programmes (e.g. Thames Water replacement works) and new developments. LIP scheme funding therefore continues to be supplemented by the use of funds secured through other sources (e.g. section 106 contributions from developments).

7. LIP Annual Spending Submission 2016/17

- 7.1 In TfL's "Local Implementation Plan (LIP) 2016/17 Annual Spending Submission Guidance " it has been confirmed that Lewisham will receive:

£2.292M	Corridors, Neighbourhoods and Supporting Measures*
£383K	Principal Road Maintenance
£100K	Local Transport Funding

- 7.2 The Corridors, Neighbourhoods and Supporting Measures allocation has been top-sliced to provide funding for local transport funding, borough officer training and apprenticeships, and support through sub-regional partnerships.
- 7.3 In addition to the £2.292m allocation for Corridors, Neighbourhoods and Supporting Measures, the 2016/17 programme includes £768,000 of LIP funding carried over from 2015/16, creating a total allocation of £3.060m.

- 7.4 Table 1 shows the proposed programme of Corridors, Neighbourhoods and Supporting Measures for 2016/17, which will form the Council's Annual Spending Submission to TfL.
- 7.5 While TfL have not announced LIP funding levels for 2017/18 and beyond, the programme includes a number of projects funded over a period of more than 12 months. This allows careful development and consultation to take place before proposals are finalised. In anticipation of future funding settlements, development work is proposed on new projects for future implementation.
- 7.6 To allow tentative programming of Corridors Neighbourhoods and Supporting Measures estimated allocations for future years assume a 3% reduction from the confirmed allocation for 2016/17. The estimated allocation for future years is £2.223m. However, an additional £332,000 of LIP funding has been carried forward from 2015/16, creating a total estimated allocation of £2.555 for 2017/18.
- 7.7 In addition, candidate major schemes are being developed / considered and are to be recommended through the LIP programme for funding (see Table 3). Following a successful Major Scheme "Step 1" submission in September 2013 public realm improvements at Deptford High Street are now being developed with expected implementation in 2017.
- 7.8 Following this, a Major Scheme "Step 1" submission for improvements to Lewisham town centre was submitted to TfL in September 2014. Although this bid was not successful, feedback from TfL was positive, so a refreshed bid will be submitted in September 2016. The bid will include the refurbishment of the market area and the improvement of pedestrian facilities in Lewisham High Street. However, even if accepted on the programme, the finite resources available would mean any scheme implementation would be several years in the future, probably no earlier than 2019.
- 7.9 A further longer term candidate scheme is at Deptford Church Street where officers are considering the future highway operation of the area in the context of the ongoing Thames Water works. A scheme at Bell Green is also being considered which would use a significant amount of s106 development funding. Depending on the outcome of the study work, this could lead to either a revision of the Corridors programme, or a future major scheme bid.
- 7.10 Improvements to our urban environment will be supported by a continuation of our sustainable travel programme. This will continue to be targeted towards supporting new infrastructure to maximise the impact of investment. Supported measures such as school and workplace travel plans, education and awareness campaigns, and cycle training can help ensure that investment in our infrastructure is complemented by an uptake in more physically active, low emission modes of travel.
- 7.11 Principal road maintenance is planned work designed to ensure that the main borough roads used for the transportation of people, goods and services remain in a serviceable state and reduce the risk of possible carriageway or

footway “failures” that need emergency work. The programme has been developed based on the principle of renewing the roads that are most heavily used and in the worst condition. Our recommendations for bridge maintenance are considered as part of a London-wide prioritisation exercise based on examining the conditions of bridges across London. Our recommendation for maintenance projects is included in Table 2.

Table 1: Summary of proposed LIP Corridors, Neighbourhoods and Supporting Measures for 2016/17 (and provisional data for 2017/18 and 2018/19)

LIP Corridors, Neighbourhoods and Supporting Measures Programme	£'000		
	2016/17	2017/18 (provisional)	2018/19 (Provisional)
Scheme name	Proposed Funding		
Bus Stop Accessibility	100	100	100
Road Safety Education, Training and Publicity	65	65	65
Cycle Training	153	153	153
Noise and air quality	10	10	10
School Travel Planning	100	100	100
Travel Awareness	44	44	44
Completion of previous years schemes	30	30	30
Small traffic management works	20	20	20
Coulgate Street	10		
Dartmouth Road North Corridor	1,513	100	
Crofton Park Corridor	900	770	
Green Chain	25	25	25
Kirkdale / Dartmouth Road Neighbourhood		50	900
Burnt Ash Hill Neighbourhood			50
Manor Lane Neighbourhood	40	420	
Sangley Road / Sandhurst Road	40	618	
Hither Green Lane (George Lane to Thornford Road)		50	726
Grove Park Neighbourhood	10		
Total	3,060	2,555	2,223
Local Transport Funding	100	100	100

Corridors and Neighbourhoods Programme

- 7.12 The following paragraphs set out a brief description of each proposed scheme for 2016/17.

Bus Stop Accessibility

- 7.13 Any bus stop within the area of a LIP funded Corridor/Neighbourhood project, not meeting access standards will be addressed as part of that project. Around 83% of the bus stops on borough roads meet those access standards. Thus it is recommended that a further separate £100K project be allocated to bring bus stops up to the required standard in other areas. This funding is likely to be increased by extra funding from TfL outside of the Council's agreed Corridor, Neighbourhood and Supporting Measures due to their target of getting 95% of bus stops fully accessible by the end of 2016.

Noise and Air Quality

- 7.14 The DEFRA Noise Action Plan states that highway authorities will be asked to examine the 'Important Areas' containing 'First Priority Locations' identified in the Plan and form a view about what measures, if any, might be taken in order to assist the management of environmental noise.
- 7.15 The Council has also identified a number of Air Quality Management Areas in the borough where poor air quality exceeds levels set by DEFRA.
- 7.16 It is proposed to allocate £10k LIP funding in 2016/17 to monitor or improve local traffic noise or air quality. This may include monitoring and modelling noise from road traffic, in order to provide the evidence base for any action to reduce noise levels, and conducting roadside air quality monitoring.

Completion of previous years schemes

- 7.17 Many schemes are carried out each year that require the Council to commission services where it has little or no control over their programming and invoicing. This includes the provision of electrical connections, disconnections and supplies from the statutory companies. It is recommended that £30k be set aside for this during 2016/17. This funding is intended to allow a planned approach to settling these "late" accounts whilst not putting pressure on existing schemes in the programme. Any funding not required for this will be reallocated into existing or new schemes in 2016/17.

Small traffic management works.

- 7.18 The Council receives many requests for minor traffic management measures from the public. These are assessed and prioritised based on their cost against factors such as safety, traffic speed and volume, intrusive parking, community use and cost.

- 7.19 Small scale schemes are highly valued by local communities, but are often too low in cost, or do not have high enough priority, to be included in the LIP programme in their own right. The programme is therefore funded by various sources, including a LIP contribution, Local Transport Funding (see below), and the Council's own revenue budgets.
- 7.20 It is recommended that £20k is allocated from the Corridors and Neighbourhoods programme in 2016/17 to allow more of these schemes with the highest priority and "value" to be implemented. The assessment and prioritisation of small-scale traffic schemes for 2015/16 onwards will form a report to the Executive Director of Resources and Regeneration.

Coulgate Street Neighbourhood.

- 7.21 The scheme proposes improvements to the public realm in Coulgate Street adjacent to Brockley Common, and will enhance the pedestrian environment by various measures including renewing and realigning the footways, introduce new trees (subject to space available between underground mains, cables etc) and removing clutter. Other measures include the introduction of one-way traffic working and providing limited time waiting bays for customers using local shops. The proposals are supported by the Brockley Cross Action Group and Brockley Society and contributions of £102k to the works have been secured as part of S106 agreements in relation to adjacent developments. These works were programmed to be delivered in 2013/14 but were postponed with a view to securing the necessary S106 funding, and by allowing the development to start it reduces the risk of damage to new highway infrastructure by heavy vehicles servicing the development site. The works are now planned to be substantially implemented during 2015/16, but with the adjacent development still on site, there is a risk of the project running into 16/17. It is recommended that a nominal £10k of LIP funding is allocated in 2016/17 to complete the implementation works.

Dartmouth Road North – Pedestrian environment improvements.

- 7.22 Dartmouth Road forms one of Forest Hill's two high streets. The public realm environment in the northern section of Dartmouth Road is poor with illegal night time footway parking, unsightly street furniture, a number of vacant shops, a perception of inadequate lighting and anti-social behaviour. In addition, the project will aim to support the forthcoming introduction of a 20mph limit on all borough roads. Feasibility work has taken place to take forward proposals developed by the local community, and following consultation on a concept design, the project is being taken forward through detailed design and consultation towards a start on site in 2016. The works will focus on the section of Dartmouth Road between its junction with the A205 and the Forest Hill Pools and library area, seeking to further enhance the public realm improvements resulting from the rebuilding of the pools. It is recommended that £1,513,000k of funding is used in 2016/17 to deliver the scheme. It is anticipated that implementation will complete during the 2017/18 programme, which includes an indicative allocation of £100,000.

Crofton Park Corridor

- 7.23 During 2014/15 a feasibility study considered the transport issues along the B218 corridor, including Brockley Road, Stondon Park and Brockley Rise. Road safety and air quality were the key issues to be investigated, alongside public realm improvements which would support local places. The purpose of the study was to identify concept-stage solutions which might be feasible and affordable, and to consult with the public at an early stage of development.
- 7.24 The study identified large projects for Crofton Park, Honor Oak, and St Andrew's Parade, as well as potential interventions for the sections linking the local centres. Following an appraisal of the potential schemes, Crofton Park has been recommended as the highest priority scheme along the B218 corridor. The scheme has been prioritised largely on the basis of the road safety analysis, which identified the Crofton Park as the highest collision area on the route. The area also has the most significant air quality hotspot on the route. The area is a significant local centre, with high footfall due to a large local shopping parade, the library and rail station.
- 7.25 The project is currently being taken forward in 2015/16 to the preliminary design stage, which will include a public consultation. It is recommended that £900,000 be allocated in 2016/17 to complete the detailed design and implement works on site. It is envisaged that the works will be completed in 2017/18, and an indicative allocation of £770,000 has been identified.

Sangley Road / Sandhurst Road Improvements

- 7.26 In 2014/15 a feasibility study considered improvements to the junction of Sangley Road and Sandhurst Road. The study included a concept design which built on a locally commissioned study by Shape consultants, and included consultation with local stakeholders and businesses.
- 7.27 The junction is a localised priority for road safety intervention, and the scheme will also consider an extension of the successful "psychological" traffic calming which was introduced to Sangley Road in 2010. The scheme will retain this calming and will look at extending it into Sandhurst Road and if feasible some vertical deflection measures may be removed.
- 7.28 It is recommended that £40k of funding be used in 2016/17 to develop the scheme concept to the Preliminary Design stage and to hold a further round of public consultation. An indicative allocation of £618,000 is proposed for 2017/18 to deliver the scheme.

Manor Lane Neighbourhood Improvements

- 7.29 In 2014/15 a feasibility study considered improvements to the pedestrian environment in Manor Lane, including consideration of the speed and behaviour of rat-running traffic, and the public realm adjacent to the local shopping parades. The initial scope of this scheme responded to a local petition and associated report to Mayor and Cabinet on 4 December 2013.

- 7.30 It is recommended that £40k of funding be used in 2016/17 to develop the scheme concept to the Preliminary Design stage and to hold a further round of public consultation. An indicative allocation of £420,000 is proposed for 2017/18 to deliver the scheme.

Grove Park Neighbourhood

- 7.31 In February 2012, the Prince's Foundation facilitated a Community Planning Event, designed and delivered in partnership with the Grove Park Community Group and LB Lewisham. This event documented the community's ideas and aspirations, and set out short and long term proposals to improve the area.
- 7.32 Much of this work focussed on the public realm on Baring Road, including the train station, bus interchange, local shopping parade and the Baring Hall Hotel. The current layout is highly dominated by vehicular traffic, and the existing footways and forecourts are marred by unsightly high containment kerbs and railings.
- 7.33 External funding has been secured and a detailed scheme is being prepared for implementation in 2015/16. A LIP contribution of £230k is included in the 2015/16 programme. Implementation is due to complete in 2016/17 it is recommended that a nominal £10k of LIP funding is allocated in 2016/17.

Provisional schemes proposed to commence in 2017/18 and 2018/19

Kirkdale / Dartmouth Road Improvements

- 7.34 This scheme follows a 2014/15 feasibility study into public realm improvements to the local shopping area at Kirkdale (at the junction with Dartmouth Road). The main aim of this scheme is to improve the pedestrian environment and accessibility to help regenerate the shopping area. The work will consider the pedestrian environment, local cycling facilities, parking, loading and bus stop accessibility.
- 7.35 It is recommended that £50k of funding be used in 2017/18 to develop the scheme concept to the Preliminary Design stage and to hold a further round of public consultation. An indicative allocation of £900,000 is proposed for 2018/19 to deliver the scheme, and further funding would be required in 2019/20 to complete the works.

Burnt Ash Hill - Local Shopping Centre Improvements

- 7.36 This scheme follows a 2014/15 feasibility study into public realm improvements to the local shopping area on Burnt Ash Hill. The main aim of this scheme is to improve the pedestrian environment and accessibility to help regenerate the shopping area. The work will consider the pedestrian environment, local cycling facilities, parking, loading and bus stop accessibility.

- 7.37 It is recommended that £50k of funding be used in 2018/19 to develop the scheme concept to the Preliminary Design stage and to hold a further round of public consultation. Further funding would be required in 2019/20 to finalise the design and implement the works.

Hither Green Lane (George Lane to Thornsford Road) - Local Shopping Centre Improvements

- 7.38 This scheme follows a 2014/15 feasibility study into public realm improvements to the local shopping area on Hither Green Lane between George Lane and Thornsford Road. The main aim of this scheme is to improve the pedestrian environment and accessibility to help regenerate the shopping area. The work will consider the pedestrian environment, local cycling facilities, parking, loading and bus stop accessibility.
- 7.39 It is recommended that £50k of funding be used in 2017/18 to develop the scheme concept to the Preliminary Design stage and to hold a further round of public consultation. An indicative allocation of £726,000 is proposed for 2018/19 to deliver the scheme, and further funding would be required in 2019/20 to complete the works.

Other Provisional LIP schemes

Evelyn Street Corridor.

- 7.40 There are a number of initiatives which are likely to affect the Evelyn Street corridor, including the major scheme bid for Deptford High Street, major developments at the nearby wharves, TfL's proposed Cycle Superhighway 4, and a programme of access improvements set out in the Council's North Lewisham Links strategy.

The 2015/16 LIP programme includes an allocation to carry out studies and development work associated with these planned changes in area, in order to co-ordinate and align the various initiatives.

This study work is still underway, and it is envisaged that measures and funding for implemented works will be delivered by the various associated projects and developments. Therefore there is no further LIP allocation identified at this stage.

Whitefoot Lane and Southend Lane Corridor, and Lower Sydenham Neighbourhood Schemes

- 7.41 Whitefoot Lane and Southend Lane are currently constructed as a four lane dual carriageway with some sections close to major junctions consisting of parking on the inside lane with one operational traffic lane. It is understood these roads were to be part of a London orbital (Ringway) proposal which was abandoned some time ago. The roads are through residential areas, create severance and are not in keeping with their local surroundings.

- 7.42 The 2015/16 LIP programme includes an allocation to carry out a feasibility study to consider the options created by reducing the roads to a single lane in each direction. Options for the space created include inset parking, a central pedestrian median strip, enhanced crossing facilities, improved cycle facilities, and widened footways.
- 7.43 Similarly, on the other side of Bell Green Gyratory, the 2015/16 LIP programme includes a feasibility study into pedestrian route improvements around Lower Sydenham Station. The study will consider routes to the station from Sydenham Road, through Home Park and Bell Green.
- 7.44 The 2015/16 studies for Whitefoot Lane, Southend Lane and Lower Sydenham are ongoing, and any recommendations will be considered for future LIP submissions. However, if future funds are limited, there are a number of opportunities to deliver some of the key outcomes, including the Bell Green Improvements (section 11), future development of the Home Park, Masterplan, and TfL's recently proposed Quietway which will cross Southend Lane at the Waterlink Way.

Hither Green Local Traffic Corridor – Pedestrian Improvements

- 7.45 This scheme is a 2015/16 study looking at a heavily trafficked corridor through a predominately residential area. The scheme is expected to consider measures to manage traffic speeds, create better crossing facilities, and will consider the issues raised in a petition from local residents. The recommendations of the study will be considered in future LIP submissions.

Supporting Measures Programme

Cycle Training

- 7.46 The Council coordinates and manages a programme of child and adult cycle training. In order to provide the training it is proposed that £153K of LIP funding be allocated in 2016/17 to deliver cycle training.
- 7.47 Lessons will be available to adults starting to cycle for the first time, returning to cycling or cyclists wanting to build skills and improve confidence on the road to cycle further distances e.g. to and from work. The broader aims are to make cycling part of more healthy lifestyles; reduce reliance on the private car; and encourage safer cycling with less cycle casualties.
- 7.48 It is also proposed to deliver child cycle training to year 6 pupils throughout the borough. The LIP reporting outputs include the numbers of adults and children given cycle training. This work fits well with Mayor for London's Cycling Vision that sets out an ambitious programme of routes, infrastructure and Supporting Measures to increase the use of cycling for travelling in London.

School Travel Planning

- 7.49 It is recommended that £100k be used in 2016/17 to continue to build on STP development programme delivered over the last eight years by monitoring and maintenance of STPs at all schools in the borough. This includes extensive consultation with whole school and local communities to identify and address barriers to using sustainable modes of transport. It will include projects to raise awareness and promotion of healthy lifestyles, active travel options, walking and cycling initiatives; resources and facilities to encourage behaviour change.

Road Safety Education, Training and Publicity

- 7.50 It is proposed to utilise £65k in 2016/17 for this important work which is likely to include:
- Powered Two Wheeler Publicity Campaigns
 - Young Driver Initiatives
 - Schools Safety / Healthy Walks
 - Secondary School Road Casualty Reduction Competition
 - Elderly Road Users Road Shows

Travel Awareness

- 7.51 It is proposed to use £44k in 2016/17 for a programme of initiatives, events, and publicity to raise awareness and use of sustainable modes of transport. This includes the promotion of active travel including national campaigns and local events such as Bike Week, Bike & Kite event, Car Free Day, Walking Works. It also includes training and support initiatives to promote independent travel for pupils with Special Educational Needs, or adults with learning difficulties.

Green Chain

- 7.52 The South East London Green Chain is an initiative by the London Boroughs of Bexley, Bromley, Greenwich, Lewisham and Southwark working in partnership to safeguard, enhance and promote the Green Chain open space for the enjoyment of all. It is recommended to utilise £25k of funding in 2016/17 to support the following initiatives:
- Lewisham Green Chain Schools and Cycle Outreach Projects
 - Green Badge Guides in Lewisham
 - Green Chain Link Signage and Path Improvements (Lewisham)

Local Transport Funding

- 7.53 This funding is allocated to boroughs by Transport for London to address local priorities. It is therefore proposed to use this funding: to deliver the Council's highest priority Small Scale Traffic Schemes; to fund feasibility studies and surveys for proposed or potential LIP schemes; or to develop the Council's policies and strategies on key transport issues affecting the borough.

8. Recommended Bridge Assessment and Strengthening Funding Bids

8.1 Historically, highway authorities need to ensure that the railway authorities are aware of the highway authority's aspirations in terms of bridge loadings and highway requirements. Generally the highway authorities seek bridges capable of accommodating vehicles up to 40 tonnes. Network Rail however is only required to ensure that its bridges are capable of carrying 24 tonnes. Highway authorities need to provide the funding for its aspirations over and above the minimum standard set for Network Rail. Application for funding for bridge-related works is made via the LIP funding process and a jointly coordinated procedure of TfL and LoBEG, the latter being subject to a pan-London prioritisation procedure. The budget is ring-fenced to bridge activities and changes in allocations are managed by TfL/LoBEG independently of any LIP funding settlement. Table 2 below shows the proposed funding bids to be made for bridge works in 2016/17, however, final allocations for bridge works in Lewisham will be a matter for TfL/LoBEG.

9. Recommended Principal Road Maintenance Funding Bid

9.1 The borough's principal roads have been assessed and prioritised on the basis of Detailed Visual Inspection and Scanner surveys. This year's LIP maintenance submission will be accompanied by an Asset Management Status Report which, in future years, may have a bearing on future allocations. Relevant information from the status report will be included in the State of the Borough Report which will be presented to a future Mayor & Cabinet meeting. Table 2 below shows the highest priority principal roads which are proposed for utilisation of the 2016/17 Principal Road Maintenance Funding.

Table 2. Summary of 'Maintenance' Funding Bids Recommended for 2016/17

Funding Stream	Proposal	Estimated Funding (£ ,000s)
		2016/17
Principal Roads*	1. Burnt Ash Road/Hill Hill (j/w Lee High Road to j/w St Mildred's Road)	450
	2. Southend Lane (j/w King Alfred Road to j/w Brookhouse Road)	270
	3. Evelyn Street (j/w Bestwood Street to j/w Grinstead Road)	260
Bridge Assessment & Strengthening	1. Brightfield Road	600
	2. Vesta Road	1,500
	3. Broadmead Road	500

* The bid will include an additional 25% over the financial allocation of £383k as recommended in the LIP guidance (~£479k). Further bids will also be made to TfL to

bring forward Southend Lane during 2015/16, and to fund Evelyn Street in coordination with the proposed Cycle Superhighway, in 2017.

10. Major Scheme (existing)

Deptford High Street (north)

- 10.1 Deptford and New Cross are key opportunity areas for regeneration within the borough. The area is rich in cultural history and has an exciting music and arts culture.
- 10.2 Deptford High Street is an important local shopping area that has a thriving street market at its southern end several days/week. Deptford Railway Station is located at a relatively central position in the High Street. The station itself has recently been totally transformed with full accessibility and a new booking hall etc. Over the past few years the Deptford High Street area has seen rapid regeneration with new high quality residential accommodation, and a new school, swimming pool, library and Council/community facility (Deptford Lounge).
- 10.3 The southern section of Deptford High Street was recently the subject of a scheme funded through the “Outer London Fund” to make it into a restricted parking area with a “shared surface and minimal signing”.
- 10.4 The northern section also contains a large number of shops but remains a busy two-way traffic route with some kerbside limited time parking. Although the footway paving itself is relatively new the footways are narrow and offer a poor pedestrian environment that is exacerbated by the effects of a large amount of passing traffic. The passing traffic is particularly heavy in the peak periods where the road forms part of an east-west cut through from Deptford Church Street to the Rotherhithe area, and a one-way scheme for the high street will be considered through consultation.
- 10.5 Currently there are number of large residential developments planned in the north Deptford area including one on the former Convoys Wharf. This alone is expected to provide a mixed-use development of up to 419,100m² including up to 3,500 residential units, 15,500m² of employment floorspace, a river bus jetty and 1,840 car parking spaces.
- 10.6 The Convoys Wharf and other major developments such as Marine Wharf will substantially increase pedestrian movements in the area both for commuting and leisure. The northern end of Deptford High Street will form an important pedestrian link to Deptford Station, Wavelengths Swimming/Leisure Pools and Library as well as the shops, restaurants and street market.
- 10.7 A “Step 1” bid for Deptford High Street north was submitted to TfL for Major Scheme development funding in September 2014.. This bid was successful and Major Scheme development funding is currently being used to carry out survey work and scheme development. Implementation of the scheme is programmed for 2017.

11. Major Schemes (future proposed)

Lewisham High Street

- 11.1 As the borough's principal town centre, Lewisham is the area's primary retail, transport and cultural hub. It is also the focal point of a major regeneration programme across the borough, with the forthcoming Lewisham Gateway development set to continue the transformation of the townscape, building on recent developments and leisure centre at Loampit Vale.
- 11.2 The Lewisham Gateway development will redefine the town centre, and in particular the pedestrian experience between the arrival at Lewisham Station, a major sub-regional interchange, and the heart of the town centre.
- 11.3 These ambitious and exciting plans stretch as far as the main shopping area. However, the market area, which plays such a significant role in the vibrancy and retail offer of the town centre, is dilapidated and in need of significant structural investment. Over the years, a series of minor resurfacing and mitigation works have resulted in patchwork of interventions which, from a public realm point of view, could be vastly improved to create a more attractive and successful market that would provide a significant contribution to the town centre economy.
- 11.4 Lewisham High Street, which encompasses the market area, also continues southward towards the A20. This section of high street is a very busy and bustling stretch of road, where high pedestrian flows compete with a high number of bus and movements. A review of the function and design of this section of road would aim to improve the streetscape and the pedestrian environment, while recognising those essential access requirements for public transport.
- 11.5 In September 2014, a "Step 1" bid for Lewisham High Street was submitted to TfL for acceptance on the Major Scheme programme and development funding in future years. Although this bid was not successful, feedback from TfL was positive, so a refreshed bid will be submitted in September 2016. The bid will include the refurbishment of the market area and the improvement of pedestrian facilities in Lewisham High Street. However, even if accepted on the programme, the finite resources available would mean any scheme implementation would be several years in the future, probably no earlier than 2019.

Deptford Church Street

- 11.6 Deptford and New Cross are key opportunity areas for regeneration within the borough. The area is rich in cultural history and has an exciting music and arts culture. The area includes four strategic development sites where developers will offer housing, business, leisure and education opportunities.

- 11.7 A programme of regeneration is well underway in Deptford town centre to provide for the future changes that these developments will bring with the anticipated increase in population (20-25,000 by 2025) and the subsequent increased demand on local services. The regeneration includes the new fully accessible Deptford rail station, a new shared school and council building offering numerous facilities, completed improvements to library and leisure facilities at Wavelengths pool and improvements to parks and streets to offer better and safer walking and cycling routes.
- 11.8 A successful bid to the Outer London Fund means that major improvement works have been made to the southern section of Deptford High St. However the northern section of Deptford High Street would benefit from improvements especially with the extra pedestrian movements that are expected when large developments such as Convoys Wharf are built. Deptford Church St is a dual carriageway road which creates severance between the town centre and the “Creekside” area.
- 11.9 Improvements to both Deptford High Street and Deptford Church Street will enhance and compliment existing development of the area. Major schemes for these streets would seek to enhance the urban realm while with improving traffic flow and road safety. Projects would also improve access to alternative modes of transport through better cycling and walking routes, better connections to public transport, improved connections to green spaces.
- 11.10 The overall proposals for Deptford High Street and Deptford Church Street fit well with the MTS goals, challenges and outcomes, and in particular would support economic development and population growth through the regeneration of the local shopping area and market to allow it to thrive and meet the aspirations of both existing and future residents.
- 11.11 It must be noted that at the present time Thames Water have a major proposal that will affect the programming of improvements in Deptford Church Street. The effect of the Thames Water project, both during construction and following completion, will be monitored and considered as part of the future development of outline designs for a Deptford Church Street Major Project.

Bell Green Gyratory Improvements

- 11.12 The Bell Green gyratory currently creates a relatively unattractive environment and severance in the local area which is exacerbated by queuing traffic. The adjacent rail over-bridge to the east of Bell Green also offers a very poor environment for the passage of pedestrians with only a single narrow footway.
- 11.13 The gyratory comprises 5 sets of signals from the junction of Perry Rise/Perry Hill until Southend Lane/Worsley Bridge Road. Bell Green, Southend Lane (A2218) and Stanton Way which make up the gyratory are London Distributor roads. The gyratory is included in the borough’s Emergency Services Priority Route Network and lies along the routes of buses 181, 352, 202, 194, 356 and 450.

11.14 Although the project is still within its feasibility stage the following interventions are likely to feature in the final scheme proposals:

- Linking all of the traffic signals around the gyratory to improve traffic flows and reduce congestion.
- Provide and improve pedestrian crossings at the signal junctions
- Create a new controlled crossing facility in Stanton Way.
- Public realm improvements throughout including new trees and street furniture.
- Possibility of a new pedestrian and cycle link through the railway embankment to the north of Southend Lane.
- Minor widening of the existing southern footway under the bridge to 1,200mm (4ft)

11.15 There is significant funding identified for the Bell Green site from the S106, for “Accessibility” works around the gyratory with further additional funding to be secured upon further developments in the site area. In addition LIP funding is being utilised for the feasibility stage. The current scheme proposals fit in well with the Mayor of London’s Transport Strategy goals particularly contributing to the better streets agenda. It will improve road safety and make accessibility improvements for pedestrians, cyclists and disabled people.

11.16 It also fits in with the nearby proposed LIP schemes for Sydenham town centre and Sydenham Road east. Also recent highway improvement schemes have been carried out in the Perry Rise to Catford Hill Corridor and in Southend Lane.

11.17 Depending on the outcome of the feasibility work, this will lead to either a significant scheme from the Corridors and Neighbourhood programme, or if a more significant LIP contribution is required to supplement the s106 monies, a major scheme bid will be considered.

Table 3. Summary of Major Scheme Priorities

Funding Stream	Proposal	Funding (£ ,000s)	
		2016/17	2017/18
TfL	Deptford High Street (Step 1 bid approved)	1,472*	1,000*
TfL	Lewisham High Street (Step 1 bid in development)	0	0
Total		1,472	1,000

* estimated scheme cost profile (subject to change)

12. Legal Implications

12.1 The Council's Local Implementation Plan is a statutory document that sets out how the Council proposes to implement the Mayor of London's Transport Strategy. It shows how the proposals cover the necessary policy, effects, projects, programmes implementing mechanisms, planning and activities. Resources assumptions and performance measures are also included.

12.2 By virtue of section 159, subsection 1, of the Greater London Authority Act 1999 (as amended) Transport For London (TfL) may give financial assistance to any body in respect of expenditure incurred or to be incurred by that body in doing anything which in the opinion of Transport for London is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London. (subsection1) Financial assistance may be given under this section by way of grant, loan or other payment. (subsection2).The financial assistance that may be given to any London authority under this section includes in particular assistance in respect of any expenditure incurred or to be incurred by the authority in discharging any function of a highway authority or traffic authority. (subsection 3). In deciding whether to give financial assistance to a London authority under this section, and if so the amount or nature of any such assistance, the matters to which Transport for London may have regard include—

- (a) any financial assistance or financial authorisation previously given to the authority by any body or person, and
- (b) the use made by the authority of such assistance or authorisation.

Financial assistance, under this section, may be given subject to such conditions as Transport for London considers appropriate, including (in the case of a grant) conditions for repayment in whole or in part in specified circumstances.

The Mayor of London issued Guidance on Developing the second Local Implementation Plans in May 2010. This states that TFL will have regard to the following matters in relation to activities undertaken by a borough:

- Use of TfL funding for the programmes or proposals for which it was provided
- Removal or substantial alteration of works carried out or infrastructure installed, with the benefit of TfL funding, without the prior written consent of TfL
- Implementation of the goals, challenges, outcomes and manifesto commitments of the Mayor, as outlined in the MTS
- Other reasonable TfL requests for project management reports and other information relating to the provision of financial assistance

12.3 The Guidance also set out the conditions TfL imposes on financial assistance, namely the recipient authority is required to:

- Use funding for the purpose for which it was provided, except with prior written approval from TfL
- Comply with the requirements as set out in the Guidance

In circumstances where the recipient breaches the above conditions, TfL may require repayment of any funding already provided and/or withhold provision of further funding. In circumstances where, in TfL's reasonable opinion, funding is being used, or is about to be used in breach of these requirements, TfL may suspend payments or withdraw funding pending satisfactory clarification.

13.4 TfL issued the Local Implementation Plan (LIP) 2015/16 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission Guidance. The Guidance contains advice on how recent developments was reflected within the 2015/16 – 2016/17 LIP Delivery Plan and the setting of the new interim targets. This Guidance was read in conjunction with the May 2010 Guidance.

13.5 The current Annual Spending Submission is based on the requirements set out in TfL's document "Local Implementation Plan (LIP) 2015/16 Annual Spending Submission Guidance"

13.6 The detailed proposals for the implementation of measures set out in body of this report are proposals which the Council in it's various capacities, for example as the highway authority for the area has the necessary powers to implement in due course.

13. Financial Implications

13.1 Transport for London's "Local Implementation Plan (LIP) 2016/17 Annual Spending Submission Guidance" has confirmed the allocations for the following funding streams in 16/17 as:

£2.292m	Corridors, Neighbourhoods and Supporting Measures*
£ 383k	Principal Road Maintenance
£ 100k	Local Transport Funding

13.2 The Corridors, Neighbourhoods and Supporting Measures programme allocation of £2,292k is the final funding following TfL's top-slicing to allow for local transport funding, borough officer training and apprenticeships, and support through sub-regional partnerships. The proposals to submit the expenditure plans set out in this report will ensure full take up of this funding.

13.3 Section 7.6 states that for planning purposes the 2017/18 and 2018/19 budgets are provisionally based on the confirmed allocation for 2016/17, with a 3% reduction as a contingency measure. The final programme for those

years will be presented to members in a future report once the allocations are confirmed.

- 13.4 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 2016/17 have not yet been notified. The programme spend will be contained within that allocation, once notified.

14. Environmental Implications

- 14.1 The preparation of the Local Implementation Plan (LIP) has been accompanied by a parallel process of Strategic Environmental Appraisal (SEA). A part of that process involved the development of objectives against which the proposals in the LIP might be assessed.
- 14.2 With regards to cumulative effects the assessment suggest that with all the policies, schemes and measures implemented through the period of the LIP, there are likely to be significant positive effects on SEA objectives relating to health, air quality, promoting more sustainable modes of transport, promoting safer communities, improving road safety, and improving accessibility in the Borough.
- 14.3 The proposed schemes will reduce hazards and make the road environment more attractive for pedestrians and cyclists. It is considered that the imposition of restrictions on vehicle movement referred to in the report, will not adversely impact on either the national or the Council's own air quality strategies.

15. Equalities Implications

- 15.1 The Council's Comprehensive Equality Scheme for 2012-16 provides an overarching framework and focus for the Council's work on equalities and help ensure compliance with the Equality Act 2010.
- 15.2 An Equalities Analysis Assessment has been developed alongside the LIP to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate changes made. The overall findings of the assessment were that the proposals within the LIP do not discriminate or have significant adverse impacts on any of the protected characteristics.
- 15.3 Instead, the focus on improving access to services and better, safer streets will have broadly positive impacts on the local community. More specifically, the proposed schemes will reduce hazards for blind and partially sighted people, older people and those with impaired mobility.

16. Crime and Disorder Implications

- 16.1 The Sustainable Community Strategy reminds us that 'Feeling safe is about more than crime and policing, it's also about how an area looks and feels...' Many of the recommended Corridor and Neighbourhood proposals seek help deliver the London Mayor's 'Better Streets' objective, creating an environment

that is well designed, looks well managed and cared for, thus aiding a sense of security.

- 16.2 Many of the schemes will also incorporate measures that address “Plans for the future” in the Sustainable Community Strategy to “Make new developments, open spaces and public facilities including the new and refurbished train stations, feel safe by ‘designing out’ crime, improving lighting and accessibility and dealing with vandalism and graffiti.”

17. Background documents and originator

Short Title Document	Date	File Location	Contact Officer	Exempt
London Mayor’s Transport Strategy	May 2010	http://www.london.gov.uk/priorities/transport/publications/mayors-transport-strategy	Simon Moss	
LIP 2011 - 2031	April 2011	http://www.lewisham.gov.uk/mayorandcouncil/aboutthecouncil/strategies/Documents/Local%20Implementation%20Plan%202011-31.pdf	Simon Moss	
Equalities Analysis Assessment	2011	Document available on request	Simon Moss	
Local Implementation Plan (LIP) Delivery Plan 2014-17	2013	http://councilmeetings.lewisham.gov.uk/documents/s24781/Lewisham%20LIP%20submission.pdf	Simon Moss	

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Appendix A – Annual Spending Submission 2016-17