

Overview and Scrutiny



Sustainable Development Select Committee Supplementary Agenda

7.00 pm, Wednesday 13 March 2024, Civic Suite, London SE6 4RU

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This meeting is an open meeting and all items on the agenda may be audio recorded and/or filmed.

Reasons for lateness- These reports are being published late due to the pre-election publicity rules that were in place until 7 March 2024.

Reasons for urgency- These reports need to be considered at this Committee meeting as this is the last meeting of the Committee in this municipal year (2023-24) and their consideration will allow the annual work programme to be completed.

Part 1

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Mayor and Cabinet

Response to comments of the Sustainable Development Select Committee on the Levelling Up Fund Programme in Lewisham Town Centre

Date: 24th January 2024

Key decision: No

Class: Part1

Ward(s) affected: All.

Contributors: Spike van der Vliet-Firth – Acting Head of Economy, Jobs and Partnerships

Outline and recommendations

That Mayor and Cabinet note the officer response to the comments raised by the Sustainable Development Select Committee.

Timeline of engagement and decision-making

Mayor and Cabinet – 15 June 2022

Mayor and Cabinet – 26 July 2023 (Project 2 – Culture and Business Hub)

Sustainable Development Select Committee – 12 September 2023

Mayor and Cabinet – 1 November 2023 (Project 1 & 3 – High Street and Market Procurement Authorisation)

1. Summary

- 1.1. On Tuesday 12 September, the Sustainable Development Select Committee considered a report from officers on the delivery of the Levelling Up Fund Programme in Lewisham Town Centre. The Committee reflected on the contents of the report – and received a presentation from officers. Following questions to officers, the Committee agreed to refer its views to Mayor and Cabinet.
- 1.2. This paper provides an officer response to the comments from Sustainable Development Select Committee.

2. Recommendations

- 2.1. That Mayor and Cabinet note the officer response to the comments raised by the Sustainable Development Select Committee.

3. Policy Context

- 3.1. The 2022-2026 Corporate Strategy priority “A strong local economy” includes the following commitments:
 - Invest in our high streets and create more pedestrianised spaces.
 - Provide support for our independent businesses and protect and improve our local street markets.
 - Actively work to attract jobs and businesses to Lewisham and create more spaces for pop up stores and markets.
 - Continue to work with businesses across the borough, encouraging them to become London Living Wage employers.
- 3.2. The Lewisham Town Centre Local Plan was adopted by the Council in 2014. It sets out nine objectives including ambitions for Lewisham to become a metropolitan town centre, increase commercial floorspace in the town centre, enhance features such as the street market, support walking and cycling, improve safety and increase leisure provision.
- 3.3. In March 2021 the Government set out its ambition to “Build Back Better” through the pillars of infrastructure, skills, innovation, “Levelling Up” across the UK, transition to net-zero and a vision for a Global Britain. The Government considers Levelling Up to mean addressing inequalities between geographic areas, giving everyone the opportunity to flourish and raising living standards and wellbeing.
- 3.4. The ‘We Are Lewisham’ cultural strategy 2023 – 2028 is our plan for securing the legacy of our 2022 London Borough of Culture and builds on Lewisham’s strong cultural foundations for creating the conditions which allow creativity to thrive. The key priorities of the cultural strategy include:
 - Creative communities – everyone will have access to the positive benefits of engaging with cultural and creative activities.
 - Creative places – cultural and creative places will meet the changing needs of Lewisham’s communities and creatives.
 - Creative enterprise – the conditions will be right for the cultural and creative industries to thrive and be more accessible to a broader range of communities in Lewisham.
 - Creative connections – creative ways of connecting public sector organisations and communities tested during our year as London Borough of Culture will become part of the way we work together.

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4. Response to views of the Sustainable Development Select Committee

- 4.1. The Committee recommends that further consideration be given to the development of the night-time offer in Lewisham Town Centre – including food and beverage options, as well as the potential for live music. This should build on existing knowledge and experiences of success elsewhere in London.
- 4.2. The Levelling Up Fund programme is considering how this transformation can help activate the evening and night-time economy in Lewisham, in line with the 2018 'Evening and Night Time Vision for Lewisham'. The permanent market canopy has the potential to unlock delivery of night-time markets and public performances, subject to further work to understand and mitigate the impact on residents. Officers are examining the delivery of night-time markets and related cultural activity happening elsewhere in London. Night-time economic activation is also being considered in relation to the expansion of hospitality and leisure arising from nearby development such as Lewisham Gateway.
- 4.3. The Committee believes that further work should take place with young people, people who are disabled and members of groups with other protected characteristics (as defined in the Equality Act 2010) – as well as a cross section of people from different socio-economic backgrounds to co-design the work taking place – particularly in relation to the accessibility and suitability of public spaces.
- 4.4. Extensive engagement with local residents, including those with protected characteristics, is a foundation of the programme's communication and engagement strategy. Gaining the broadest range of views possible will be reflected in our upcoming public consultations and engagements. In the last three months, focus group with members of the Disabled People's Commission and discussions with the Black VCS network have taken place with more focus groups planned in the months ahead. Through the Town Centre Partnership we engaged with local young people in the development of our initial bid, and we intend to deliver more engagement with young people. On 23rd November 2023, we hosted a night surgery with the Mayor's Night Czar, Amy Lamé. We held a focus group during the visit with local young people at Lewisham Shopping Centre, to talk about their relationship with the evening and night time economy.
- 4.5. The Committee recommends that further work should take place to communicate, to residents and business, the alternative arrangements in place following the temporary closure of Lewisham Library.
- 4.6. Officers recognise the need to communicate the temporary closure of Lewisham Library on a consistent basis. In recent months this has been communicated to residents and businesses through Lewisham Life, local leaflet distribution, applying vinyl to library windows, attending local ward assemblies and engagements with the 'Lewisham Town Centre Partnership' of businesses. We will be communicating with residents and businesses to update them about the Levelling Up Fund programme routinely, including in upcoming public consultations.
- 4.7. The Committee believes that a system of impact measurement should be developed to ensure that the redevelopment is meeting its intended objectives. Members ask that this includes an assessment of the availability of workspaces in the refurbished library for students.
- 4.8. The Levelling Up Fund Programme has budgeted for external evaluation partners to help ensure the redevelopment meets its intended objectives and this can include measuring the impact of our transformation intervention. Lewisham are obliged to

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report progress of our project to Government, which includes assessment of our progress against the aims outlined in our original bid. As a result, this forms a key component of our project performance monitoring and the Programme has committed to sharing our evaluation findings to external audiences. Metrics include increases in footfall, consumer spending, number of occupied market stalls, number of cultural events, mode shift in transportation, change in perceptions of place and public realm improvement.

- 4.9. The Committee notes the Council's objective to make the borough carbon neutral by 2030 – and it encourages the ambitious delivery of energy efficiency and retrofit measures as part of the renovation of Lewisham Library. Members would encourage bids for external funding to enhance this work.
- 4.10. The Levelling Up Fund Programme remains committed to Lewisham's net-zero neutrality objectives and this includes exploring potential to contribute to this objective in the design and delivery of our Programme. Sustainability and carbon minimisations forms a key design element of each project. A bid to support the Culture and Business Hub in the current library has been submitted to the Government's 'Public Sector Decarbonisation Scheme'.

5. Financial implications

- 5.1. There are no direct financial implications arising from the implementation of the recommendations in this report. However, there may be future implications arising from implementation of the Committee's recommendations in latter stages of the Levelling Up Fund Programme. These will need to be considered as part of a future response.

6. Legal implications

- 6.1. The Constitution provides for select committees to refer reports to the Mayor and Cabinet, who are obliged to consider the report and the proposed response from the relevant Executive Director; and report back to the Committee within two months (not including recess).

7. Equalities implications

- 7.1. Lewisham's Levelling Up Programme aims to have an overall positive equalities impact. Economic growth will enable the creation of more jobs within the town centre which could help address some of the existing inequalities in the local labour market. The Communications and Engagement Strategy has this principle embedded, and demonstrated in the groups we have targeted or will target for specific engagement. Throughout the delivery of the programme, appropriate milestones will be identified where we can engage directly with key groups throughout the design and testing phases.
- 7.2. A high level Equalities Analysis Assessment was carried out at bid level, but an in depth assessment will be carried out at project level for the high street/public realm and the Culture and Business Hub ensuring cohesion and consistency across both.

8. Climate change and environmental implications

- 8.1. Securing additional external funding sources such as Public Sector Decarbonisation Programme will have a direct impact on how we maximise the environmental benefits from transformation of Lewisham Town Centre. The projects being delivered through the Levelling Up Fund will have a positive biodiversity impact through the

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enhancements and greenery delivered through the high street. Enhanced greening will include planting of trees, as well as surface level planting and installation of green pocket spaces.

- 8.2. The programme will also have a positive environmental effect through, for example, improving the recycling rates of the street market and reducing food and other waste, and reducing the impact of the library building by improving insulation and updating machinery and plant.

9. Crime and disorder implications

- 9.1. Expansion of economic activity in the post-6pm window through night markets and public events is shown to have a positive impact on crime and disorder. Evening economic activity is being considered for how it can address issues of public disorder and in particular public urination. Improvements to the public realm on the High Street will aim to reduce crime and improve actual and perceived safety. The programme will also improve economic prosperity for local residents, having a positive impact on reducing crime and disorder

10. Health and wellbeing implications

- 10.1. Improved economic prosperity for local residents is expected to have a positive impact on health and wellbeing.

11. Background papers

- 11.1. Mayor and Cabinet - Comments of the Sustainable Development Select Committee on the Levelling Up Fund Programme in Lewisham Town Centre, 1st November 2023.

12. Report author(s) and contact

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Sustainable Development Select Committee

Response to the comments of the Sustainable Development Select Committee on the sustainable streets programme

Date: 15 January 2024

Key decision: No.

Class: Part 1

Ward(s) affected: All

Outline and recommendations

This report provides Mayor and Cabinet with a response to the comments of the Sustainable Development Select Committee which were presented in a referral report to the 1 November 2023 Mayor and Cabinet meeting. The referral was made following consideration of the report presented to the Sustainable Development Select Committee on Tuesday 12 September 2023 by officers on the sustainable streets programme.

The Mayor and Cabinet is recommended to note the officer response to the committee set out below and that the response will be provided to the Sustainable Development Select Committee.

1. Summary

- 1.1. On Tuesday 12 September 2023 a report was presented by officers to the Sustainable Development Select Committee on the Sustainable Street programme.
- 1.2. Following questions to officers; the committee agreed to refer its views to Mayor and Cabinet.:

2. Recommendations

- 2.1. The Mayor and Cabinet is recommended to note the officer responses to the

committee set out below and that the responses will be provided to the Sustainable Development Select Committee.

3. Policy Context

- 3.1. The contents and recommendations of this report are consistent with the Council's policy framework, as well as wider regional and national policies and priorities, as outlined below:
- 3.2. **Corporate Strategy (2022-2026)** – This sets out what the Council plans to deliver for residents between 2022-2026. The recommendations of this report will help to support the implementation of the Corporate Strategy, namely making Lewisham 'cleaner and greener, where the Council has committed to enable more active travel and aim to reduce reliance on cars.
- 3.3. **Future Lewisham (2021)** – This outlines the Council's ambitions for the future and priorities as the borough recovers from the impact of the Covid pandemic. One of the core themes of the plan is to create a 'greener future', building on the observed increase in walking and cycling seen locally, and all the other ways our environment benefitted from behaviour changes during the pandemic. The other core theme is 'a healthy and well future' and recognises that good health and wellbeing is dependent on many determinants including physical activity and air quality.
- 3.4. **Climate Emergency Action Plan (2019)** – 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 come from transport, including vehicles travelling in or through the borough. Within the action plan, one of the key policies is to move to a decarbonised transport network through encouraging modal shift and managing parking.
- 3.5. **Air Quality Action Plan (2022-2027)** – This outlines the Council's five year strategy to improve air quality in the borough and across London. This includes objectives for cleaner transport policies, such as encouraging more trips to be made by walking, cycling or public transport to reduce car use; improved provision of infrastructure to support walking and cycling; and installation of electric vehicle charging points to enable the uptake of electric vehicles.
- 3.6. **Mayor of London's Transport Strategy (2018)** – This has an overarching aim of reducing dependency on cars and sets strategic targets for 80% of journeys in London to be made by walking, cycling and public transport by 2041 and for all Londoners to do at least 20 minutes of active travel each day by 2041.
- 3.7. **Transport Strategy and Local Implementation Plan (2019-2041)** – The objectives of this 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; for 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. One of the aims of the Transport Strategy is to reduce car use and car ownership in the borough through increasing CPZ coverage.
- 3.8. **London Net Zero 2030: An Updated Pathway** – In 2022, the Mayor of London commissioned Element Energy to analyse the possible pathways to achieving net zero. The Mayor has indicated an Accelerated Green Pathway will be followed in order to achieve net zero, for which one of the key requirements is a 27% reduction in car vehicle kilometers travelled by 2030.
- 3.9. **Healthy Streets for London (2017)** – The Mayor of London and TfL are taking the Healthy Streets approach to encourage more Londoners to walk, cycle and use public transport. This approach aims to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live,

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work, play and do business. It outlines some practical steps to help Londoners use their cars less and walk, cycle and use public transport more, including:

- Improving local environments by providing more space for walking and cycling, and better public spaces where people can interact;
 - Prioritising better and more affordable public transport, and safer and more appealing routes for walking and cycling;
 - Planning new developments so people can walk or cycle to local shops, schools and workplaces, and have good public transport links for longer journeys.
- 3.10. **London Environment Strategy (2018)** – This strategy brings together approaches to every aspect of London’s environment, integrating air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change, ambient noise, and the low carbon circular economy. It recognises that poor air quality is the “most pressing environmental threat to the future health of London” and sets out a roadmap to zero emission road transport which includes reducing car use.
- 3.11. **Gear Change (2020)** – This strategy sets out the actions required at all levels of government to increase walking and cycling in England, in order to improve air quality, combat climate change, improve health and wellbeing, address inequalities and tackle congestion on our roads.

4. Sustainable Development Select Committee Views

- 4.1. The Committee reiterates the recommendations it made at its meeting on the 19 June 2023 and requests that officers provide a comprehensive response:
- 4.2. That further information and timelines be provided on the implementation of cycle hangars, parklets and improvements to the transparency of communication around waiting lists for cycle parking.
- 4.3. That priority should be given to enforcing contraventions in areas with existing parking controls – particularly in the case of protected junctions, cycle lanes and anti-social pavement parking.
- 4.4. That the committee would welcome further improvements and enlargement of protected space for active travel.
- 4.5. That the maps being used in the consultation should be updated with the current ward boundaries.
- 4.6. The committee also recommends that councillors (particularly those in wards impacted by the programme) be engaged at an early stage of the development of proposals – and kept up to date as consultations are carried out. The committee believes that lessons from each stage of the consultation should be learnt in order to improve the following stages. Members also believe that further consideration should be given to engaging more effectively with the views and concerns of underrepresented groups.
- 4.7. The committee recommends that consideration should be given to how best the advantages and benefits of active travel improvements (including new electric vehicle infrastructure, improved green spaces and cycle parking) can be communicated and enjoyed. Members believe that this should happen at an early stage of engagement with residents, in order to balance concerns regarding the potential perceived negative impacts, such as parking charges. Furthermore, the committee believes that the improvements being delivered through the sustainable streets programme should be aligned with the council’s broader ambitions for active travel.

5. Officer response to Sustainable Development Select Committee

- 5.1. 203 cycle hangars have been installed to date. There are currently 1439 individual

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requests for cycle hangars. This is a dynamic waiting list based on demand. Residents are recommended to gather support from neighbours to make requests for a cycle hangar on their road to improve the likeliness for a cycle hangar to be installed in the vicinity. The proposed installation programme of cycle hangars for 2023/24 can be found on the council's website, the link to which can be found below. The programme for 2024/25 will be uploaded early in the next financial year. Lewisham Council is currently developing a Parklets policy to establish formal guidelines and mechanisms for the implementation of parklets in the borough, and ensure that applications are dealt with in a consistent manner.

<https://lewisham.gov.uk/myservices/roads-and-transport/cycling/cycle-storage-for-hire>

- 5.2. The Council's parking enforcement contractor does already enforce known hotspots for parking contraventions, and these form part of the enforcement officers regular areas to visit. When reports of inconsiderate or obstructive parking are received enforcement officers can also be diverted to investigate and enforce where possible. The new areas of double yellow line junction protection markings that have recently been installed across Catford / Crofton Park are already being enforced with PCNs having been issued. Mandatory cycle lanes can be enforced where vehicles are seen contravening this restriction. Footway parking is being reviewed as a part of the Sustainable Streets programme, with instances of this being assessed on a site by site basis and removed where necessary to ensure accessibility for all.
- 5.3. Two reports were presented to Sustainable Development Select Committee in November 2023 and January 2024 providing information on the emerging active travel strategy and the progress of the cycle network development. The requirement for segregation is established through the use of the TfL New Cycle Route Quality Criteria assessment and the alignment with the Local Transport Note 1/20 (LTN 1/20) on Cycle Infrastructure Design. These standards and guidelines aim to achieve a balance between the requirement for physically protected cycle facilities and the site and cost constraints. A recent example of a new cycle route that includes protected space for people who cycle is Deptford Church Street cycle improvements project, information on this can be found using the link below.
<https://lewisham.gov.uk/myservices/roads-and-transport/cycling/deptford-church-street-cycle-improvements>
- 5.4. The design team have been provided the most recent ward boundaries to ensure these are used in all consultation materials for the sustainable streets programme.
- 5.5. Ward members for any affected wards will receive a briefing prior to any consultations commencing in their ward. A lessons learnt exercise was carried out following the phase 1 consultations in Catford / Crofton Park, Deptford and Evelyn areas. This has led to the development of a two stage consultation approach for future phases. Residents will initially receive a postcard through their door directing them to a survey and the Common Place consultation platform that will include an interactive map that residents can click on to highlight issues, or where they would like to see certain measures introduced. The feedback received will then be used to shape designs for further consultation. We will be actively encouraging as many responses as possible for both stages of the consultation, so that the most informed decisions can be taken. Door knocking is carried out in areas of low response rates and assistance provided to those that require it in order to complete the consultation.
- 5.6. The two stage consultation approach that has now been adopted will enable residents to highlight measures they would like to see introduced within their street. The designs that are then developed are more likely to align with the residents aspirations for their street in the first instance. Residents and businesses are written to a number of times throughout the process, including a statutory consultation on the traffic management orders and information letters on any final proposals which is used to help promote the

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new measures being delivered. A great deal of publicity is also put out via the council's various communication channels such as the website and social media.

6. Financial implications

6.1. There are no financial implications as a result of the recommendations in this report.

7. Legal implications

7.1. There are no legal implications as a result of the recommendations in this report.

8. Equalities implications

8.1. A full Equality Impact Assessment (EIA) has been carried out for the Sustainable Streets programme and can be found in Appendix D to the Sustainable Transport and Parking Improvements report presented to Mayor and Cabinet in December 2022 (see paragraph 13.1.).

9. Climate change and environmental implications

9.1. 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. Amendments made in the Environment Act 2021 aim to strengthen these duties by giving greater clarity on the requirements of action plans enabling greater collaboration between local authorities and all tiers of local government.

9.2. Encouraging more journeys to be made by walking and cycling rather than private transport will help encourage a green recovery from the COVID-19 pandemic and the negative impacts associated with vehicular traffic. Keeping traffic 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 Emergency Action Plan.

10. Crime and disorder implications

10.1. Through designating parking bays, Controlled Parking Zones can reduce nuisance and dangerous parking such as parking on pavements or blocking access, and make streets safer by indicating where it is safe to park and creating better visibility for drivers, pedestrians and cyclists at junctions.

10.2. In addition, the Council will implement 'no waiting at any time' markings (double yellow lines) on all roads consulted, regardless of whether support for the introduction of wider measures is received. This is to protect junctions and improve visibility of pedestrians and cyclists.

11. Health and wellbeing implications

11.1. As the project aims to encourage more sustainable modes including active travel the introduction of additional kerbside management measures may have long term public health benefits.

11.2. The introduction of sustainable transport and parking improvements can have a number of benefits including improving air quality and climate action, road safety and the local street scene. They can be used to enable and encourage alternative modes of travel such as walking, cycling and public transport by reassigning carriageway space for these users, space that would have otherwise been utilised by those travelling in and parking private vehicles.

11.3. Delivering a sustainable transport and parking improvements scheme gives Lewisham the opportunity to; encourage active travel modes, reduce unnecessary car journeys, regulate parking places, improve road safety, better meet the needs of disabled

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residents with blue badge parking, provide cycle storage, and consider bike hire and e-scooter hire schemes.

- 11.4. Dropped kerbs at crossing points will improve accessibility for older and disabled residents, whilst double yellow lines around junctions will help to improve road safety by improving visibility for vehicles turning and people wanting to cross. These measures can help encourage residents to walk and cycle more.
- 11.5. A package of measures will be designed for each street, with improvements to the street scene at the forefront. Consideration will be given to tree planting, parklets and additional greenery where possible and appropriate.

12. Background papers

- 12.1. [Sustainable Transport and Parking Improvements Programme report](#) – presented to Mayor and Cabinet in December 2022
- 12.2. [Sustainable Streets – Phase 1 recommendations and next steps report](#) – presented to Mayor and Cabinet in July 2022

13. Glossary

Term	Definition
CPZ	Controlled Parking Zone
EV	Electric vehicle

14. Report author(s) and contact

- 14.1. Joe Burbidge, Strategic Transport Manager, joseph.burbidge@lewisham.gov.uk

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Sustainable Development Select Committee

Local Democracy Review update

Date: 13 March 2024

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Head of Development Management

Outline and recommendations

The purpose of this report is to provide the Sustainable Development Select Committee (SDSC) with an update on formal recognition of Amenity Societies in the planning process.

The Sustainable Development Select Committee is recommended to:

- Note the group submissions in response to calls for formal recognition in the planning process.

Timeline of engagement and decision-making

July 2022 – Community Forum Meeting where discussions began on a new working relationship with amenity societies and community groups to begin the period of engagement.

October 2022 – Community Forum Meeting continuing engagement with amenity societies including the responses received from the July questionnaire.

October 2022 – an update of the Local Democracy Review project to Sustainable Development Select Committee

1 February 2023 – M&C meeting for approval to start public consultation.

February 2023 – Community Forum Meeting continuing engagement with Amenity Societies, highlighting ongoing formal consultation of Statement of Community Involvement (SCI).

20-February – 3 April 2023 – formal public consultation undertaken. A total of 21 representations were received.

June 2023 – Sustainable Development Select Committee – an update on the representations received and ways forward for a revised SCI draft.

June 2023 – Community Forum Meeting continuing engaging with Amenity Societies.

July 2023 – Overview and Scrutiny Committee – discussion and recommendations for Good Developer Engagement Protocol

August 2023 – Invitation sent to all known community groups on the Councils mailing list with a call for submissions to be formally recognised as an Amenity Society. The invitations were sent on 9 August 2023 with representations to be received by 1 October 2023.

September 2023 – M&C meeting for adoption of the SCI. The SCI was adopted on the 23rd September 2023.

November 2023 – Community Forum Meeting continuing engaging with Amenity Societies and the proposals to formally designate them in the Development Management process.

Summary

- 1.1. The purpose of this report is to provide the Sustainable Development Select Committee with an update on the formal recognition of Amenity Societies in the Development Management planning process. This document follows a further round of public engagement with and formal call for groups to make submissions to the Council.

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Recommendations

- 1.2. It is recommended that Sustainable Development Select Committee:
- Note the group submissions in response to calls for formal recognition in the planning process.

Policy Context

- 1.3. The content of this report is consistent with the Councils policy framework.
- 1.4. The recognition of Amenity Societies within the Development Management planning process is not a formal Council decision nor adoption of a new planning policy.
- 1.5. The Council must (as a minimum) comply with statutory requirements for consultation set out in relevant legislation and policy including:
- The Town & Country Planning (Development Management Procedure) (England) Order 2015 – for planning applications
 - The Planning (Listed Buildings and Conservation Areas) Regulations 1990 (as amended) – for listed building consents
 - Planning and Compulsory Purchase Act 2004 (as amended)
 - The Town & Country Planning (Local Planning) (England) Regulations 2012 (as amended)
 - Localism Act 2011 (as amended)
 - The Neighbourhood Planning (General) Regulations 2012
 - Neighbourhood Planning Act 2017
 - Environmental Assessment of Plans and Programmes Regulations 2004
 - Town and Country Planning (Local Planning) (England) (Coronavirus) (Amendment) Regulations 2020
 - National Planning Policy Framework (NPPF) (2019) and National Planning Practice Guidance (NPPG).
- 1.6. Whilst the recognition of Amenity Societies does not require formal consultation, the Council has undertaken formal consultation with community groups during the SCI consultation in February 2023 and further call out for submissions in August 2023.

Background

- 1.7. Amenity Societies are groups in the borough that have an active role in conservation and heritage matters as part of the development management process. Lewisham has a number of longstanding groups and a recent increase in groups with conservation interests and wider planning and environmental matters.
- 1.8. As part of the Statement of Community Involvement and ongoing Local Democracy Review, the Planning Service proposed to formally recognise community groups in the planning process given the lack of clarity as to how groups operate.

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Relationship with the Constitution and Statement of Community Involvement

- 1.9. The Constitution is adopted by the Council and sets out how decisions are made. The Constitution states planning applications which receive an objection from a recognised Amenity Society will be reviewed for referral to Planning Committee by the Director of Planning in consultation with the Chairs (or Vice-Chairs) of both Planning committees in a Chairs Briefing (also known as Chairs Review). The Constitution requires that Amenity Societies must be constituted and meet the terms of the London Forum for Amenity and Civic Societies.
- 1.10. The Statement of Community Involvement (SCI) is a legal document for the Council which sets out how the Planning Service will engage on the preparation of planning policies (such as the Local Plan), support neighbourhood planning and consult on planning applications.
- 1.11. The changes to call-in powers for Amenity Societies have already been established by the Councils Constitution as described above and are not affected by the adoption of the new SCI.

Engagement to date with community groups

- 1.12. The Planning Service has undertaken an extensive period of public engagement for the formal recognition of Amenity Societies, starting in July 2022 at a Community Forum meeting. Officers briefed on outline proposals to formally recognise the value of our Community Groups and Amenity Societies in the planning process, but first sought to understand how groups in the borough operate. A questionnaire was sent to all groups asking for detail on their area of interest, membership and how they undertake their work and engage on responses to planning applications.
- 1.13. A total of 10 responses were received, and previous comments from the Sustainable Development Select Committee in October 2022 advised that further engagement should take place to consider how Amenity Societies are recognised in the planning process and that consultation should be open and transparent.
- 1.14. A formal 6-week public consultation took place alongside the SCI in February-April 2023, however there was a very low response with not a single completed return of the Amenity Society recognition proposals and an objection from the London Forum.
- 1.15. Officers advised that given the low level of engagement from groups and the comments from the London Forum that a further period of engagement take place to consider the exact working arrangements with Amenity Societies.
- 1.16. A further Community Forum meeting took place in June 2023 and an updated set of formal recognition proposals were sent on 9 August 2023, with groups asked to make submissions by 1 October 2023 (7 weeks). Extensions were granted to groups to make submissions until 15 October 2023.
- 1.17. The formal recognition criteria sent to groups are as follows:
 - Society name

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- Membership size
 - Date of formation
 - Copy of adopted constitution.
 - Description of the heritage conservation focus of the group or sub-committees' activities and details of works undertaken, including outreach to the community.
 - Conservation area of interest
 - Group contact email address
- 1.18. A blank model constitution was provided to groups, and explanatory notes were provided which confirmed that Amenity Societies can represent more than one conservation area, provided there is no existing established group operating and that groups should generally meet the terms of the London Forum of Amenity and Civic Societies, but there is no requirement to be formally registered.
- 1.19. The Constitution requires that Amenity Societies must be constituted.

Formal review of Amenity Society applications

- 1.20. The Planning Service received 16 applications for formal recognition as an Amenity Society.
- 1.21. The explanatory notes sent to all groups stated that Amenity Societies can represent more than one conservation area, provided there is no existing established group operating. The responses showed that a limited number of submissions covered overlapping areas (St Johns and Brookmill and Forest Hill and Sydenham) but that these boundaries were not easily identifiable given the historic nature of these conservation areas.
- 1.22. This matter was discussed at a Community Forum meeting in November 2023. Those groups in attendance raised no in-principle objection to overlapping designation given the complex historic nature of those conservation areas and their historic interest in planning matters.
- 1.23. Officers have given this issue detailed consideration, including a review of the ward boundaries, historic development of conservation areas and the neighbourhood setting.
- 1.24. Following the feedback from groups, it is considered that overlapping boundaries would create confusion between groups, planning applicants seeking to engage and the public. Therefore, Officers conclude that it is sensible and pragmatic to remove the Conservation Area criterion, noting that groups often have interests in planning matters outside of conservation areas.
- 1.25. The Planning Service already consults these groups of planning applications in their known areas of interest and will continue to do so, and will confirm with each Amenity Society their specific area of interest for consultation of planning applications.

Applications which meet the criteria

- 1.26. Applications from the following groups meet the criteria specified are now

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formally recognised as Amenity Societies:

Amenity Society name	Known conservation area(s)/ geographical area(s) of interest
Blackheath Society	Blackheath, St Stephens, Belmont
Brockley Society	Brockley
Brookmill Road Conservation Area Society	Brookmill Road
Culverley Green Residents Association	Culverley Green
Deptford Society	Deptford High Street and St Pauls Church, Creekside
Forest Hill Society	Forest Hill, Perry Vale, Christmas Estate, Sydenham Park, Halifax
Fourth Reserve Foundation	Land between New Cross to Forest Hill designated as a Site of Importance for Nature Conservation.
Hatcham Society	Hatcham
Lewisham Park Crescent Residents Association	Lewisham Park
Ringstead Road	Rushey Green and roads up to Mountsfield Park
St Johns Society	St Johns, Brookmill
Sydenham Society	Sydenham Hill, Sydenham Park, Halifax Street, Jews Walk, Cobbs Corner, Sydenham Thorpes
Telegraph Hill Society	Telegraph Hill

Applications which do not meet the criteria.

1.27. The following application for formal recognition did not meet the required criteria.

Bell Green neighbourhood forum

1.28. There is no current neighbourhood forum designation in the Bell Green Area, and this group has a draft constitution dated from 2022. For groups to be considered Amenity Societies, they should have adopted constitutions.

1.29. Should this group adopt a constitution in future, officers will review a proposal for Amenity Society designation at that stage.

1.30. They are already notified of planning applications in the Bell Green area and are actively involved in planning discussions with officers on several projects.

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- 1.31. This submission makes numerous references to neighbourhood forum areas, which separate to the designation as an Amenity Society.

Lewisham Pedestrians

- 1.32. This group has an interest in the preservation and enhancement of formal and informal public realm for safe use as pedestrians. This includes safe access to entrances to private, commercial and public buildings in the borough. The group also urge maximum pedestrian permeability of new developments. The group is currently not constituted, but has indicated future proposals to do so, and have requested an entire borough designation as an Amenity Society.
- 1.33. As this group is not constituted, they do not meet the formal recognition criteria and the criteria within the Constitution.

Users and Friends of Manor House Library

- 1.34. This group are constituted and states their objectives are to prevent closure of the Manor House library, and keep the Manor House as a library, process publicity to encourage maximum use as a library and pressure the Council by any legal means to enhance library facilities.
- 1.35. The application makes specific reference to interest in the Manor House building only and not the wider conservation area, or any planning and development matters.
- 1.36. Therefore, this is too limited in focus (on library services) to be considered an Amenity Society for built environment issues. The Planning Service note the group has links to the Lee Manor Society, but no such application has been made by that group to be considered as an Amenity Society.

Summary of groups not considered Amenity Societies

- 1.37. These groups, or any other, whilst not formally recognised as Amenity Societies in the planning process (that benefit from call-in rights to Chairs Briefing), are considered legitimate Community Groups whose views and engagement are important in the planning process.
- 1.38. They can be consulted in planning applications in their area of interest and are fully able to make representations on applications which will be formally considered by the planning case officer.
- 1.39. In the case of Lewisham Pedestrians, it is not realistic that this group would want to be consulted on every application made in the borough (on average around 4500 per year) and therefore the Planning Service will discuss the type and scope of applications they wish to review and comment on.

Conservation Areas with no Amenity Society applications

- 1.40. The following conservation areas received no applications for Amenity Society recognition:
- 1.41. Beckenham Place, Deptford Town Hall, Ladywell, Lee Manor, Mercia Grove, Stanstead Grove, Somerset Gardens, and St Marys
- 1.42. The Planning Service know of active groups in Ladywell and Lee Manor however, no responses were received to the call for recognition, including the reminders which were sent out. These groups will continue to be

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consulted on planning applications and be invited to the Community Forum Meetings but will not benefit from Chairs Briefing call-in powers.

Next steps

- 1.43. Groups which are now recognised as Amenity Societies will be listed on the Councils website and will benefit from a Chairs Review call-in power as set out in the Councils Constitution.
- 1.44. Groups are able to propose themselves as Amenity Societies at any time provided the criteria set out in the Constitution is met.

Financial implications

- 1.45. There are no financial implications.

Legal implications

- 1.46. The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

In summary, the council must, in the exercise of its function, have due regard to the need 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 characteristic and persons who do not share it
- 1.47. The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.
 - 1.48. The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. 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 which deals particularly with the equality duty. 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 nonetheless regard should be had to it, 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/publication-download/technical-guidance-public-sector-equality-duty-england>

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Equalities implications

- 1.49. The Council's Comprehensive Equality Scheme for 2020-2024 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010.
- 1.50. Regardless of whether groups are formally recognised as Amenity Societies or not, the Planning Service can consult them on planning applications in their area of interest and anyone has the ability to self-register on the Council's website to be automatically notified of planning applications.
- 1.51. All comments that are received are formally registered and acknowledged and given full consideration when determining a planning application and summarised in reports. Should a planning application be referred to Planning Committee, anyone who has made representations is invited to attend and has the ability to register to speak.
- 1.52. All groups are invited to participate and engage with the Planning Service via the Community Forum.

Climate change and environmental implications

- 1.53. There are no climate change and environmental implications.

Crime and disorder implications

- 1.54. There are no crime and disorder implications.

Health and wellbeing implications

- 1.55. There are no health and wellbeing implications.

Background papers

- 1.56. Lewisham Statement of Community Involvement 2023
<https://lewisham.gov.uk/myservices/planning/policy/ldf/statement-of-community-involvement>
- 14.2 Sustainable development Select Committee October 2022
<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=136&MId=7915&Ver=4> (item 4)
- 14.3 Sustainable Development Select Committee June 2023
<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=136&MId=8122&Ver=4> (item 4)
- 14.4 Mayor and Cabinet 20 September 2023
<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=8055&Ver=4> (item 10)
- 14.4 Glossary

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Term	Definition
Statement of Community Involvement	The SCI forms part of the Local Development Framework and is a legal planning requirement. It sets out the Council's policy for involving and communicating with interested parties in matters relating to the preparation and revision of local development framework documents and the exercise of the authority's functions in relation to planning applications.
Amenity Society	A group set up with a specific interest in built environment conservation and heritage.
Community Group	A group set up with a specific interest to represent a community with a defined area of interest to promote benefit residents.
Residents Association	A group set up who live in a particular area, could be a street, collection of local streets or a single development site who have a specific interest in their local area.

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Sustainable Development Select Committee

Lewisham Local Flood Risk Management Strategy Update

Date: 13 March 2024

Key decision: No

Class: Part 1

Ward(s) affected: All

Contributors: Flood Risk Manager

Outline and recommendations

1. Outline

- 1.1. This report provides an update on the Council's Local Flood Risk Management Strategy.
- 1.2. The report covers:
 - Updates on actions in the Local Flood Risk Management Strategy 2022-2027 action plan;
 - Proposals to refresh some of the current set of actions.

2. Recommendations

- 2.1. Sustainable Development Select Committee is invited to review the update provided on the Local Flood Risk Management Strategy 2022-2027.

Timeline of engagement and decision-making

Lewisham's Local Flood Risk Management Strategy was approved by Mayor and Cabinet on 21st September 2022

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MID=7728>

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1. Summary

1.1. This report provides the Sustainable Development Select Committee with an update on the Council's Local Flood Risk Management Strategy 2022-2027:

- A review of the 33 actions proposed in the 2022 action plan;
- Proposals to refresh some of the current set of actions;
- An update on the risks and opportunities that could arise from the implementation of Schedule 3 of the Flood and Water Management Act – the SuDS Approval Body.

2. Background

2.1. Lewisham's Local Flood Risk Management Strategy has been developed with the involvement of services across the Council, with members, and in discussion with local community groups and the public including an open public consultation process. The Strategy is intended to be a 5-year programme that will continue to be developed in response to new risks and opportunities as they emerge and in open discussion with residents and other stakeholders.

2.2. The strategy focuses on 4 objectives:

- **Understanding risk and opportunity** – Risk Management Authorities in Lewisham have a clear understanding of local flood risk and management opportunities and this understanding is shared with partners to create an evidence base for flood risk and how it can be managed to target resources where they are most effective;
- **Reducing the risk of flooding** – protect the people and businesses of Lewisham from flooding through investment in flood risk management projects and programmes using new or innovative techniques where appropriate;
- **Resilient Planning** – development and spatial planning in Lewisham takes account of flood risk issues and plans to effectively manage any impacts and through the re-development of previously developed land, reduces overall flood risk;
- **Resilient Communities** – residents and businesses of Lewisham have access to appropriate data and information to understand flood risk in their area, how it is managed and by who. Communities are empowered to act to protect themselves from flooding through individual efforts, partnerships and joint working.

1..2. The Strategy Action Plan set out 33 actions across the 4 objectives. Progress against actions is reviewed periodically at Lewisham's Flood and Water Management Act Group – a cross-council working group with key stakeholders that hold a flood risk management responsibility.

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3. Update on the Local Flood Risk Management Strategy Actions

- 3.1. Annex A includes an update against the existing 33 actions in the Local Flood Risk Management Strategy 2022 to 2027 Action Plan and lists all recently proposed actions as New.
- 3.2. The Council's internal audit team has reviewed the Lead Local Flood Authority function following the publication of the Strategy in September 2022. The conclusion of the audit was that the controls offer Substantial assurance which is a positive rating, that reflects that our controls are effective in operation and design to help keep risk at acceptable levels. All of the recommendations from the auditor have been picked and added to the action plan as new actions.
- 3.3. The table in Annex A includes the original wording of the action and reference number, the team it was assigned to, the original indication of timing in the 2022 Strategy, and any newly proposed actions. The update includes a narrative description and an assessment of progress using the following terms consistent with the Council's Climate Emergency Action Plan:
- Action Achieved
 - Partly Achieved
 - Underway
 - Not Achieved

The table below shows the distribution of these assessments of progress across the action plan's four objectives following the first year since publication of the Strategy:

Objectives	Achieved	Partly Achieved	Underway	Not Achieved	Total
Understanding risk and opportunity	4	1	3	0	8
Reducing the risk of flooding	4	6	2	0	12
Resilient planning	3	3	0	1	7
Resilient communities	2	1	2	0	5
TOTAL	12	11	7	1	33

- 3.4 Key achievements since the 2022 Strategy was published include:
- Delivery of regeneration works at Beckenham Place Park East including a nature pond, river restoration and a flood storage that helps to protect over 822 properties from river flooding.
 - Retrofitted sustainable drainage systems at over 13 locations in the borough, these features drain about 3700m² (an area equivalent to 3 Olympic size swimming pools) of hardstanding impermeable surfacing

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through green infrastructure SuDS

- Drawn in over £3.3mil of funding to deliver natural flood risk mitigation schemes within parks, schools and the highway network.
- Progression of the first phase in developing a blue-green link between the Downham Woodland Walk and Beckenham Place Park East through the installation of three rain gardens along Old Bromley Road.
- Improved our understanding of the impact that paving over front drives in Lewisham has on the loss of biodiversity and surface water flood risk in the borough.
- The Council's sustainable drainage in schools project won the Trees for Nature and Climate Award at the London Tree and Woodland Awards 2023. Rain gardens and trees in the playgrounds of Rathfern, John Stainer and Deptford Park schools alongside engagement programmes with pupils and teachers have transformed the outdoor space of the schools while delivering 150m² new blue-green infrastructure and draining over 1,700m² hardstanding surfaces.
- At Thornville Road a new rain garden developed in partnership with the local community and funded through Thames Water's Surface Water Management Programme was installed on the highway in November 23.
- A newly constructed wetlands in Chinbrook Meadows has been created by the Council's work in partnership with Thames 21, the Friends of Chinbrook Meadows group and Bromley Council. The new wetlands area provides additional fluvial flood storage, helps to manage silts, and improves water quality in the River Quaggy.
- Creation of the Greener Adaptive Lewisham officer-level cross-service working group which focuses on developing new ways of working to facilitate the delivery of blue-green infrastructure within the public sphere – exemplified by the integration of SuDS within Highway's programme of works at Coulgate Street, Brockley Road Crossing, and Crossfield Street.

4. Forward Look

4.1. In addition to the original 33 actions set out in the Local Flood Risk Management Strategy Annex A proposes the following newly created draft actions:

- Secure funding to carry out a programme of flood risk modelling to identify key opportunities for the installation of natural flood management measures across the borough (1.10).
- Secure funding to conduct a borough-wide condition assessment survey of Ordinary Watercourses (1.11).
- Update the action and KPI tracker every six months with the Flood and Water Management Act Group (1.12).
- Secure additional funding to deliver SuDS and Pocket Parks in Lewisham including delivering projects where funding has already been secured at Staplehurst Road, Lewisham High Street and Clarendon Rise (2.13).

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- Restoration of the stream within Northbrook Park to reduce the risk of surface water flooding within the Verdant Lane Critical Drainage area (2.14).
- Evaluate local planning procedures in the context of the implementation of Schedule 3 of the Flood and Water Management Act (3.08).
- Increase youth engagement in the implementation of blue-green infrastructure within Lewisham (4.06).

5. SuDS Approval Body

- 5.1. Schedule 3 of the Flood and Water Management Act 2010 was not enacted along with the rest of the Act. This Schedule places a duty on the Lead Local Flood Authority to act as a Sustainable Drainage Systems (SuDS) Approval Body (SAB).
- 5.2. The SAB will be responsible for both approving and adopting SuDS in new development and other construction work where the drainage serves two or more properties.
- 5.3. The Government's latest advice is that they are looking to enact this Schedule in November 2024.

Role of the SAB

- 5.4. Schedule 3 introduces the new SuDS Approval Body. The SAB will be responsible for the approval, adoption, and maintenance of drainage systems in new developments and construction work. It is currently not known what size/category of development will require SAB approval (to be defined within the statutory instruments), with the original legislation stating:

S7 - Construction work that has drainage implications may not be commenced unless a drainage system for the work has been approved by the approving body.
- 5.5. This will be separate from the planning application process and is likely to include permitted development. Applications will be made either directly to the SAB or as a joint planning application (to the LPA and SAB), when the LPA must consult with the SAB to inform its determination of the planning permission.
- 5.6. Where the resulting SuDS serve two or more properties, and the drainage system has been constructed as approved, the SAB will have a duty to adopt and maintain those systems.

Impact

- 5.7. Whilst the introduction of Schedule 3 is to be welcomed, as it has the potential to reduce flood risk across the Borough, there are some implications that need to be considered.
- 5.8. The entire flood risk industry is currently struggling with resources; the industry is growing faster than specialists are being trained. This is being experienced within Local Authorities, the Environment Agency and consultancies. The current message from consultancies is that they are looking to increase their workforce to assist with the increased workload, however, they are concerned they won't have the resources to support all LLFAs. With consultancies actively recruiting flood risk specialists, this will make it even more difficult for the public

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sector to attract and retain those with the required skill set, as Local Authorities often can't match the pay and benefits. The SAB is going to require both extra people and extra skills; Lewisham LLFA currently has one full-time permanent member of staff (who also covers additional duties).

- 5.9. To ensure that SuDS are built as approved the Council will need inspectors who are fully trained in SuDS construction techniques and can inspect every site (both during and post construction) where SuDS serves two or more properties. This is to ensure that the Council is adopting well-built SuDS, constructed as designed/approved. There will also be changes to the building regulations to ensure that SuDS are fully covered within them.
- 5.10. As the legislation currently stands, the SAB will be responsible for adopting and maintaining all systems which serve two or more properties, unless it is part of a publicly maintained highway. This could mean that in a new development of 500 properties, where every two houses share a soakaway, the Council would be responsible for the maintenance of 250 separate soakaways.
- 5.11. Along with the volume of work, this would also mean that the Council would have to ensure there was suitable access for maintenance vehicles for every soakaway. Some SuDS are not as 'simple' as soakaways and would require more specialist maintenance teams and equipment to ensure they continue to function as designed. It is not yet clear who would be responsible for re-building these assets when they reach the end of their functional life, but this could also fall to the SAB. It is unclear at present for what period of time the Local Authority will be expected to adopt the drainage system for, but it is likely to be around 70 years.
- 5.12. The Local Authority would be able to take payments for the adoption of assets, which are likely to be in the form of commuted sums. This will require both financial and legal management input. The Council will also need to consider how it manages non-performance bonds to ensure that it is not left with assets that aren't built as approved. Commuted sums and non-performance bonds will be an additional cost to developers and were a key reason for Schedule 3 not having been enacted 10 years ago.
- 5.13. It is also important to consider what happens when the LPA approves an application, but the SAB is not able to (or vice versa). Construction will not be permitted until both have been granted, and this could result in some internal conflicts between the LPA and SAB and/or increased times for approving applications.
- 5.14. Whilst there are some significant implications for the Council to consider, Schedule 3 does have the potential to bring benefits. The management of surface-water will be increasingly important as climate change increases the regularity of intense rainfall events. Having well-designed, well-maintained SuDS will reduce flood risk across the Borough, and the SAB could ensure more consistency in developments. Whilst there is a variety of SuDS across the Borough at the moment, these are in a host of different ownerships, and it is not clear how well these are maintained (and thus they risk failure) – having the SAB adopt and maintain them should ensure they are well maintained and negates the risk of private adopters 'disappearing'. Schedule 3 also will remove the automatic right for developments to connect to the public sewerage system – this is vital, as the Local Planning Authority is now seeing many new

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developments connecting to a system that was designed for flows far smaller than they are now being challenged with, increasing flood risk along with significant disruption when the sewers fail.

6. Policy Context

- 6.1. Local authority roles and responsibilities on flooding are defined by the Flood Risk Regulations (2009), which transpose the European Union 'Floods Directive' into English and Welsh law, and the Flood and Water Management Act (2010) which implements a series of recommendations following a Government review of widespread flooding events in the first decade of the twenty-first century.
- 6.2. Under this legislation all top-tier local authorities (county councils and single-tier authorities including London Boroughs) became Lead Local Flood Authorities (LLFAs).
- 6.3. LLFAs were established to manage flood risk from localised sources in their local area, with a key responsibility to develop, maintain, apply, and monitor a strategy for local flood risk management. Other statutory duties and powers for LLFAs include:
 - Producing a Preliminary Flood Risk Assessment;
 - Producing a Surface Water Management Plan;
 - Co-operation with other relevant flood risk authorities;
 - Statutory consultee on planning applications;
 - Recording and investigating all 'significant' flooding incidents;
 - Establishing and maintaining a register of structures which may have a significant effect on flood risk; and
 - Administration and enforcement of consents regarding private changes to ordinary watercourses.
- 6.4. The Environment Agency has responsibility for flood risk concerning main rivers and tidal flooding.
- 6.5. In January 2022 the UK Climate Change Committee published its assessment of the risks faced by the UK from climate change¹. The Committee's recommendations to Government reaffirm that adaptation is needed alongside emission reductions to manage the risks and opportunities of climate change in the UK. The Committee reported that the UK's climate has already measurably changed and concludes that further change is inevitable. How much climate change the UK experiences after 2050 is uncertain and will depend on global emissions reductions, but the impacts will include sea level rise, more frequent and higher storm surges, increased winter rainfall, drier summers with periods of more intense summer rainfall. These impacts are likely to increase the frequency and magnitude of flooding events in Lewisham, London and the UK as a whole.

¹ <https://www.ukclimaterisk.org/>

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- 6.6. The National Planning Policy Framework and accompanying Planning Policy Guidance emphasise the responsibility of Local Planning Authorities to ensure that flood risk is understood and managed effectively and sustainably throughout all stages of the planning process.
- 6.7. The Draft Lewisham Local Plan sets the Borough's planning policy position which ensures that development does not increase flood risk to people, properties and infrastructure and that all proposals proactively seek to minimise and mitigate risk wherever possible. The draft local plan can be accessed [here](#).²
- 6.8. The Level 1 Strategic Flood Risk Assessment 2019 and Level 2 Strategic Flood Risk Assessment 2020³ help to effectively manage flood risk by identifying the spatial variation in risk across the London Borough of Lewisham (the 'Borough') thus allowing an area-wide comparison of future development sites concerning flood risk considerations. There are several sources of flood risk across the Borough, including fluvial, tidal, pluvial, groundwater, sewer and artificial.
- 6.9. Lewisham's Parks and Open Space Strategy 2020-25 includes priorities to enhance existing green spaces and deliver ecosystems services and flood storage within parks. This ambition is highly relevant to the Local Flood Risk Management Strategy and is highlighted both in the local context and action plan sections of the Flooding Strategy.
- 6.10. This draft Local Flood Risk Management Strategy is consistent with the 'Greener Future' strand of A Future Lewisham and is aligned with Lewisham's Climate Emergency Action Plan⁴.

7. Financial implications

- 7.1. There are no financial implications arising directly from this report but delivery of the programme to reduce flood risk across the borough as a whole has potentially significant cost implications with the proposed enactment of Schedule 3 of the Flood and Water Management Act 2010 a potentially new burden on local authorities
- 7.2. Agreement of funding for specific actions identified in this Strategy will be subject to the Council's existing delegations and decision-making processes.

8. Legal implications

- 8.1. The Flood Risk Regulations (2009) and The Flood and Water Management Act (2010) established the Lead Local Flood Authorities function in England and Wales, giving local authorities statutory duties and powers for local flood risk management in relation to ordinary watercourses, groundwater and surface water flooding.
- 8.2. Lead Local Flood Authority responsibilities include a duty to develop, maintain,

² <https://lewisham.gov.uk/myservices/planning/policy/planning/about-the-lewisham-local-plan>

³ <https://lewisham.gov.uk/myservices/planning/policy/adopted-local-plan/evidence-base/ldf-evidence-base--environment>

⁴ <https://councilmeetings.lewisham.gov.uk/documents/s81350/Climate%20Emergency%20Action%20Plan.pdf>

apply and monitor a strategy for local flood risk management that sets out the objectives for managing local flood risk and outlines what actions are to be taken to meet those objectives.

- 8.3. As stated in the report and in the financial implications, this report does not commit to any specific actions. Future decisions about specific actions will need to take into consideration the specific local authority powers which are relevant to those actions, and be made in line with existing decision-making and legal requirements.
- 8.4. The Council has a public sector equality duty (the equality duty or the duty - The Equality Act 2010, or the Act). 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. In summary, the Council must, in the exercise of its functions, have due regard to the need 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 characteristic and those who do not.
- 8.5. It is not an absolute requirement to eliminate unlawful discrimination, harassment, victimisation or other prohibited conduct, or to promote equality of opportunity or foster good relations between persons who share a protected characteristic and those who do not. It is a duty to have due regard to the need to achieve the goals listed above. The weight to be attached to the duty will be dependent on the nature of the decision and the circumstances in which it is made. This is a matter for the decision-maker, bearing in mind the issues of relevance and proportionality. The decision maker must understand the impact or likely impact of the decision on those with protected characteristics who are potentially affected by the decision. The extent of the duty will necessarily vary from case to case and due regard is such regard as is appropriate in all the circumstances.
- 8.6. The Equality and Human Rights Commission (EHRC) has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance. The Council must have regard to the statutory code in so far as it relates to the duty. 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 nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found on the EHRC website.
- 8.7. The EHRC has issued five guides for public authorities in England giving advice on the equality duty. The 'Essential' guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice

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on good practice.

9. Equalities implications

- 9.1. There are no specific equality implications arising directly from this report but it should be noted that action on flood risk is action on social equality.

10. Climate change and environmental implications

- 10.1. There is substantial evidence that climate change as a result of human activity is linked to increasing frequency and intensity of extreme weather events such as flooding, heat waves, drought and storms. There is no safe level of global temperature rise, and temperatures are already 1°C above pre-industrial levels, and forecast to rise 0.2°C a decade. This evidence is, largely, uncontested. Adaptation to a changing climate, including flood risk management, needs to be a central priority in the response to the climate emergency. The Local Flood Risk Management Strategy is informed by and supports the wider aims of Lewisham's Climate Emergency Action Plan.

11. Crime and disorder implications

- 11.1. There are no specific crime and disorder implications arising directly from this report.

12. Health and wellbeing implications

- 12.1. Reducing the risk of flooding within Lewisham will deliver a wide range of health and wellbeing benefits to residents.

13. Background papers

- 13.1. Please include a list of papers, documents and reports that relate to the report's subject matter with hyperlinks if the documents are available on our website.

Surface Water Management Plan (April 2011)

<https://councilmeetings.lewisham.gov.uk/documents/s3731/Appendix%20%20Surface%20Water%20Management%20Plan.pdf>

Local Flood Risk Management Strategy (June 2015)

<https://lewisham.gov.uk/-/media/files/imported/lewisham-20lfrm-20strategy-20june-202015.ashx>

Strategic Flood Risk Assessment (January 2019)

<https://councilmeetings.lewisham.gov.uk/documents/s64908/Appendix%20%200-%20Strategic%20Flood%20Risk%20Assessment.pdf>

Local Flood Risk Management Strategy 2022-2027

<https://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MID=7728>

14. Report author and contact

- 14.1. Marcus Gayle, Flood Risk Manager, marcus.gayle@lewisham.gov.uk

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Annex A: Lewisham Local Flood Risk Management Strategy 2022-2027 Action Plan update

Lewisham's Local Flood Risk Management Strategy was approved by Mayor and Cabinet on 21st September 2022. This document and the associated report provide the first update since the strategy was implemented a year and a half ago. Officers will prepare an annual update against these actions and the Flood Risk Management KPIs to show the progress made on delivering the strategy objectives.

Objective 1: Understanding risk and opportunity:

Ref	Action	Action owner	Date	Jan 2024 Narrative	Jan 2024 Status
1.01	Produce a database for planned council works in the public realm, parks and open spaces to maximise the integration of flood adaptation in the Council's wider programme of works.	Place - Highways	April 2023	Lewisham's Highways team has started the process of completing GIS mapping of existing Highway assets, this needs to be completed before the development of a shared database mapping the locations of future projects. Revised completion date September 2024 .	Underway
1.02	Produce a shared SuDS Opportunities Register showing where flood storage could be incorporated into the public realm.	Place - Climate Resilience Team	April 2023	A SuDS opportunities register highlighting key sustainable drainage retrofit opportunities has been produced and shared with key stakeholders. This layer is available to view on Lewisham GIS.	Action Achieved
1.03	Record flood incidents and share data with partners to develop a picture of flood risk across the borough.	Place – Lead Local Flood Authority	Ongoing	Since this strategy's implementation 28 flooding incidents have been recorded, documenting the location, severity, and cause of the flooding, and noting what, if any, remediation actions were needed. All recorded flooding incidents are recorded on Lewisham's GIS.	Action Achieved

1.04	Maintain a register of significant flood risk management assets to ensure that the condition of major assets is known.	Place – Lead Local Flood Authority	Ongoing	The Flood Risk Management Asset Register has been updated with any newly constructed assets and all condition assessments of existing assets. This information is recorded on Lewisham’s GIS.	Action Achieved
1.05	Conduct a Surface Water Management Plan to identify options to manage flood risk to an acceptable level.	Place - Climate Resilience Team	March 2025	London surface water management taskforce is producing London-wide mapping showing cost benefit ratio of installing SuDS on streets – this information will be used to feed into Lewisham’s Surface Water Management Plan.	Underway
1.06	Identify ownership and condition of assets that fall under the Thames Estuary 2100 Plan.	Place – Lead Local Flood Authority	March 2025	Lewisham Council is participating in the creation of the Joint Thames Strategy Refresh Project which will help boroughs to incorporate TE2100 Plan Recommendations which include the future management of riverside assets.	Underway
1.07	Conduct an asset and performance review of all highway drainage, culverts and flood risk management assets in Lewisham to help prioritise future asset management maintenance in the borough Conduct an asset and performance review of all highway drainage, culverts and flood risk management assets in Lewisham to help prioritise future asset management maintenance in the borough.	Place - Highways	Ongoing	Highways are currently reviewing highway flooding hotspots using drainage asset CRM, any historic locations will be removed from register. A full asset drainage review was carried out three years ago, gully maintenance regime is now based on silt levels within gully pots.	Underway
1.08	Internal flooding group to review actions on a yearly basis and identify projects where flood mitigation can be integrated.	Place – Lead Local Flood Authority	Feb 2023	Flood and Water Management Act Group reviewed the action plan at January’s meeting, providing updates on any relevant actions.	Action Achieved

1.09	Report Action Plan amendments to the Sustainable Development Select Scrutiny Committee.	Place - Climate Resilience Team	March 2024	This annex and the associated document form the update on the Local Flood Risk Management Strategy 2022-2027 and the reporting on actions to the Sustainable Development Select Scrutiny Committee.	Partly Achieved
1.10	Secure funding to carry out a programme of flood risk modelling to identify key opportunities for the installation of natural flood management measures across the borough.	Place - Climate Resilience Team	March 2025		New
1.11	Secure funding to conduct a boroughwide condition assessment survey of Ordinary Watercourses.	Place – Lead Local Flood Authority	March 2025		New
1.12	Update the action plan and KPI tracker every six months at the Flood and Water Management Act Group meetings.	Place - Climate Resilience Team	Ongoing		New

Objective 2: Reducing the risk of flooding:

Ref	Action	Action owner	Date	Dec 2023 Narrative	Dec 2023 Status
2.01	Conduct flood risk mitigation works on the flood storage area within Chinbrook Meadows to reduce the risk of fluvial flooding on the River Quaggy.	Community Services – Green Scene	April 2023	Silt removal works to maintain to the functionality of the flood storage area within Chinbrook Meadows took place in May 2022.	Action Achieved
2.02	Deliver a constructed wetlands within Chinbrook Meadows to reduce the risk of siltation of flood risk management assets within the park	Community Services – Green Scene	April 2023	A new wetlands area in Chinbrook Meadows has been created by the Council's work in partnership with Thames 21, the Friends of Chinbrook Meadows group and Bromley Council. The new wetlands area provides an additional 1000m ³ fluvial flood storage, helps to manage silts and improves water quality in the River Quaggy.	Action Achieved
2.03	Integrate flood adaptation measures within Dalmain Primary School to reduce the risk of surface water flooding within the Carholme Road critical drainage area.	Place - Climate Resilience Team	September 2022	10 rainwater planters have been installed around the school intercepting rainwater runoff from 300m ² of roof area. A rain garden and outdoor classroom will be constructed in the summer 2024. Revised completion date September 2024 .	Partly Achieved
2.04	Integrate flood adaptation measures within Rathfern Primary School to reduce the risk of surface water flooding with the Carholme Road critical drainage area	Place - Climate Resilience Team	September 2023	Climate adaptation retrofit completed in partnership with Trees for Cities 2 rain gardens, 8 rainwater planters and veg patch have been installed with the school playground. The scheme intercept rainfall from 589m ² of hardstanding surfaces.	Action Achieved
2.05	Construct SuDS tree pits within areas of high surface water flood	Place - Climate	Ongoing	By the end of March 2024 there will be 6 SuDS tree pits/rain gardens with trees in the borough. Three along	Partly Achieved

	risk to reduce the likely of localised highway flooding	Resilience Team		Baring Road were constructed in 2022/23, two on Old Bromley Road and one on Crossfield Street which will be delivered by the end of financial year 2023/24.	
2.06	Carry out programme of community river restoration activities on the River Ravensbourne, River Pool and River Quaggy to reduce the likelihood of fluvial flooding.	Community Services – Green Scene	Ongoing	Programmes of community river restoration works are currently ongoing weekly along stretches of the Rivers Ravensbourne, Pool and Quaggy. Over 7400m of watercourse has been improved due to community river restoration activities.	Partly Achieved
2.07	Plant trees within the public realm, parks and open spaces in critical drainage areas to intercept rainfall and reduce surface water runoff.	Community Services – Green Scene	Ongoing	In the current planting season (2023/24) 201 street trees have been planted within Lewisham’s critical drainage areas.	Partly Achieved
2.08	Reduce the risk of flooding along the Ravensbourne by creating flood storage in Beckenham Place Park as part of the wider investment in the eastern side of the park	Place – Capital Delivery	December 2023	The Council is currently delivering a capital scheme to regenerate Beckenham Place Park East – this includes the creation of a 25,000m ³ flood storage. Revised completion date September 2024 .	Partly Achieved
2.09	Complete a business case for delivering a constructed wetlands within Sydenham Wells Park to reduce the risk of surface water flooding within the Upper Sydenham critical drainage area	Place - Climate Resilience Team	December 2026	In December 2023 the Council commissioned modelling to support the business case for implementing a series SuDS measures and natural play in Wells Park to reduce the risk of surface water flooding.	Underway
2.10	Complete a business case for delivering a capital flood alleviation scheme at Verdant Lane to reduce the risk of surface water flooding to properties and infrastructure on the Verdant Lane and Brownhill Road	Place - Climate Resilience Team	December 2026	In December 2023 the Council commissioned modelling to support the business case for implementing a flood alleviation scheme in the Verdant Lane critical drainage area – looking at possible options to store surface in Reigate Road Open Space.	Underway

2.11	Identify opportunities at natural permeable sites across the borough where Nature-based solutions can be implemented to reduce the risk of flooding.	Place - Climate Resilience Team	Ongoing	In collaboration with key stakeholders, the Council has developed a longlist of possible natural flood management projects including river restoration, deculverting and wetland creation. The following amendment is proposed for this action from 2024: investigate the cost-benefit ratio of NFM opportunities and identify possible funding avenues to deliver projects.	Partly Achieved
2.12	Work with partners to develop a masterplan for the Grove Park District Park that identifies areas where nature-based flood risk attenuation can be implemented	Place - Climate Resilience Team	March 2023	In January 2023 LDA completed a masterplan of the Grove Park District Park this identified several schemes where nature-based flood risk attenuation could be implemented. This included stream restoration in Northbrook Park and development of a business case for implementing NFM within Reigate Road.	Action Achieved
2.13	Secure additional funding to deliver SuDS and Pocket Parks in Lewisham including delivering projects where funding has already been secured at Staplehurst Road, Lewisham High Street and Clarendon Rise.	Place - Climate Resilience Team	March 2025		New
2.14	Restoration of the stream within Northbrook Park to reduce risk of surface water flooding within the Verdant Lane Critical Drainage area.	Place - Climate Resilience Team	March 2025		New

Objective 3: Resilient Planning:

Ref	Action	Action owner	Date	Dec 2023 Narrative	Dec 2023 Status
3.01	Produce procedural and guidance documents to enable planning officers to assess sustainable drainage strategies within minor applications to maximise the flood attenuate within new development.	Place - Climate Resilience Team	December 2022	Lewisham Council has developed a Minor SuDS Proforma and internal flooding guidance to help planning officers' assess SuDS and flood risk within minor developments.	Action Achieved
3.02	Update Planning Validation maps to ensure Ordinary Watercourses are identified as planning constraints.	Place - Climate Resilience Team	December 2022	Updated GIS mapping of ordinary watercourses has been shared with the Planning Validation and added to planning constraints on Acolaid.	Action Achieved
3.03	Deliver programme of SuDS training to planning and planning policy officers to ensure that SuDS and flooding benefit is maximised through the development process	Place - Climate Resilience Team	Ongoing	In 2023/24 the Council delivered two sessions of SuDS training for planning officers, a total of 24 planning officers have attended.	Partly Achieved
3.04	Ensure that (where feasible) all development within critical drainage areas will attenuate to greenfield runoff rates	Place - Climate Resilience Team	Ongoing	In 2022-23 the Climate Resilience Team reviewed over 33 (flood) major applications and where needed pushed for higher standards to ensure new developments play their part in a borough-wide effort to mitigate the worst impacts of the climate crisis. Of the applications reviewed by the team 78% of the relevant applications achieved over a 90% betterment from pre- to post-development attenuation rates.	Partly Achieved
3.05	New development will contribute over 5000m ² of new blue green infrastructure in the public realm	Place - Climate Resilience Team	March 2024	Over 5000m ² of new blue-green infrastructure has been contributed through development.	Action Achieved
3.06	Review opportunities to update planning policy including the Rivers Corridors Improvement SPD to	Place – Planning policy	March 2024	The delay in the Local Plan impacted the delivery of this action, it is suggested that this action is pushed back to March 2026 .	Not Achieved

	give a greater focus on Ordinary Watercourses				
3.07	Review local planning policy in the context of The Environment Bill and other changes to national policy to create opportunities to use offsite contributions for the delivery of blue green interventions within the public realm where developments are not able to do so onsite.	Place – Planning policy	March 2023	Lewisham Council are partnering with Thames21 to carry out a Natural Environment Investment Readiness Fund (NEIRF) to identify how Biodiversity Net Gain (BNG) funds can be utilised to deliver river restoration in Lewisham. Revised completion date September 2024 .	Partly Achieved
3.08	Evaluate local planning procedures in the context of the implementation of Schedule 3 of the Flood and Water Management Act.		March 2025		New

Objective 4: Resilient Communities:

Ref	Action	Action owner	Date	Dec 2023 Narrative	Dec 2023 Status
4.01	Produce interpretive installations near watercourses that increase public knowledge on risk of flooding within Lewisham	Place – Climate Resilience Team	December 2022	As part of the In Living Memory project Lewisham Underway Water temporary installations were erected to engage residents on flood risk. In August 2022 a design competition to install a piece of public art to commemorate the Lewisham Floods of 1968 was carried out. Planning permission for the winning artist’s proposal was granted in January 2023, the sculpture has been fabricated and along with an interpretation board will be installed in September 2024.	Partly Achieved
4.02	Provide information and guidance on small-scale SuDS features and depaving to empower residents to retrofit their properties	Place – Climate Resilience Team	December 2022	The Council continues to actively review options for reducing the number of new front gardens that are paved over and encourage de-paving and the use of sustainable drainage, in 2022, the Council published guidance documents encouraging residents to remove hardstanding surfacing.	Action Achieved
4.03	Create online content to inform residents and landowners of the level of flood risk that they face and the steps they can take to increase resilience	Place – Climate Resilience Team	December 2022	In partnership with Goldsmiths and Brockley Brewery the Council produced beer mats with historic photos of flooding events in Lewisham and a call to action to direct residents to where more flood risk related information could be found, these were distributed to local numerous pubs.	Action Achieved
4.04	Conduct a flood preparedness study which will outline the level of flood risk properties face	Place – Climate Resilience Team	March 2026		Underway

4.05	Review and update the Multi Agency Flood Plan for the borough and hold a repeat local exercise with first responders, council services and others.	Place – Emergency Planning Team	March 2024	Following guidance from central government on how to develop consistent Multi-Agency Flood Plans officers from the Emergency Planning Team and the Lead Local Flood Authority met in February 2024 to discuss the upcoming update of the Multi-Agency Flood Plan which should be completed by July 2024.	Underway
4.06	Increase youth engagement in the implementation of blue-green infrastructure within Lewisham.	Place - Climate Resilience Team	September 2025		New

Annex B: Lewisham Flood Risk Management KPIs

The Local Flood Risk Management Strategy 2022-2027 KPIs track the progress made on our objectives. As this is the first time that the KPIs will be reported against there is no historic data to compare figures against, in following years, the KPI reporting table will include data from previous years.

Ref	Understanding Risk and Opportunity	Latest data	Year	Data source / notes
1.1	Number of flood incidents recorded	28 incidents	2023/24	This information is held on a Lewisham's GIS database.
1.2	Spend on remediation work to enhance flood risk management assets	£5,500.00	2023/24	Invoices for remediation works at Chinbrook Meadows,
Ref	Reducing the risk of flooding	Latest data	Year	Data source / notes
2.1	Number of properties and businesses that have a reduced risk of flooding as a result of flood mitigation projects and SuDS	822 properties	2023/24	Beckenham Place Park Outline Business Case highlights the number of properties better protected from flooding.
2.2	Additional storage of flood water in the public realm due to flood risk mitigation projects	26000m ³	2023/24	Additional attenuation created at BPP and Chinbrook Meadows. This information is held within the SuDS asset register on Lewisham's GIS.
2.3	Spend on delivery of flood risk management projects	£3.3mil	2023/24	Spend on Beckenham Place Park flood risk works and SuDS works in Highways, parks and schools.
2.4	Area of hardstanding surfaces disconnected from the drainage system through SuDS	3677m ²	2023/24	SuDS in Schools, Old Bromley Road, Thornville Street, Brockley Road Crossing and Coulgate Street.
2.5	Length of river restored through river restoration activities	7400m	2023/24	Friends of River Pool, Thames21 and Quaggy Waterways Action Group reporting

Ref	Reducing the risk of flooding	Latest data	Year	Data source / notes
2.6	Number SuDS trees pits planted	6 tree pits	2023/24	This information is held on the SuDS asset register a Lewisham GIS database
Ref	Resilient planning	Latest data	Year	Data source / notes
3.1	Number of minor developments that have implemented SUDS measures.	12 minor developments	2023/24	Lead Local Flood Authority Planning application tracker
3.2	Percentage of major development that provide over a 90% betterment from pre to post development attenuation rates	73%	2023/24	Lead Local Flood Authority Planning application tracker
Ref	Resilient communities	Latest data	Year	Data source / notes
4.1	Number of residents engaged about flood risk management risk through events	235 residents	2023/24	Refer to email from Goldsmiths project lead, 235 people were engaged at People's Day recorded on a clicker
4.2	Number of school children engaged about flood risk management	1800 pupils	2023/24	SuDS for Schools Trees for Cities report.
4.3	Number of volunteers that have agreed to assist with the maintenance of BGI	567 volunteers	2023/24	Street Trees for Living, Thames21 QWAG and Friends of the River Pool reporting.



Sustainable Development Select Committee

Active Travel update

Date: 13 March 2024

Key decision: No.

Class: Part 1.

Ward(s) affected: Borough-wide

Contributors: Martha Lauchlan, Transport Planner; Liz Brooker, Road Safety and Sustainable Transport Manager; Petros Ximerakis, Head of Strategic Transport and Highways

Outline and recommendations

The Sustainable Development Select Committee have requested officers to provide an update on:

- The key performance indicators for management of dockless bike hire schemes
- The communication taking place to support the rollout of dockless bikes
- Map of existing cycle ways and a commitment to provide this information to those completing cycle training
- The number of children receiving cycle training and the extent of that training

The Sustainable Development Select Committee are asked to:

- Note and comment on the contents of this report.

Timeline of engagement and decision-making

8 November 2023: Sustainable Development Select Committee – update on dockless bikes

9 January 2024: Sustainable Development Select Committee – update on dockless bikes and cycle training

1. Summary

- 1.1. There are a number of projects that Strategic Transport and Highways are progressing to improve access and modal shift to walking and cycling, improve road safety and reduce the number of car journeys in the borough.
- 1.2. The Sustainable Development Select Committee has requested updates on some of these programmes of work, including the rollout of dockless bikes and cycle training.
- 1.3. The following report provides information on these items.

2. Recommendations

- 2.1. The Sustainable Development Select Committee are asked to note and comment on the contents of this report.

3. Policy Context

- 3.1. The contents and recommendations of this report are consistent with the Council's policy framework, as well as wider regional and national policies and priorities, as outlined below:
- 3.2. Corporate Strategy (2022-2026) – This sets out what the Council plans to deliver for residents between 2022-2026. The recommendations of this report will help to support the implementation of the Corporate Strategy, namely making Lewisham 'cleaner and greener, where the Council has committed to enable more active travel and aim to reduce reliance on cars.
- 3.3. Future Lewisham (2021) – This outlines the Council's ambitions for the future and priorities following the learnings from the Covid pandemic. One of the core themes of the plan is to create a 'greener future', building on the observed increase in walking and cycling seen locally, and all the other ways our environment benefitted from behaviour changes during the pandemic. The other core theme is 'a healthy and well future' and recognises that good health and wellbeing is dependent on many determinants including physical activity and air quality.
- 3.4. 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 come from transport, including vehicles travelling in or through the borough. Within the action plan, one of the key policies is to move to a decarbonised transport network through encouraging modal shift and managing parking.
- 3.5. London Environment Strategy (2018) – This strategy brings together

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approaches to every aspect of London's environment, integrating air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change, ambient noise, and the low carbon circular economy. It recognises that poor air quality is the "most pressing environmental threat to the future health of London" and sets out a roadmap to zero emission road transport which includes reducing car use.

- 3.6. Mayor of London's Transport Strategy (2018) – This has an overarching aim of reducing dependency on cars and sets strategic targets for 80% of journeys in London to be made by walking, cycling and public transport by 2041 and for all Londoners to do at least 20 minutes of active travel each day by 2041.
- 3.7. Transport Strategy and Local Implementation Plan (2019-2041) – The objectives of this 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; for 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.
- 3.8. Air Quality Action Plan (2022-2027) – This outlines the Council's five year strategy to improve air quality in the borough and across London. This includes objectives for cleaner transport policies, such as encouraging more trips to be made by walking, cycling or public transport to reduce car use.
- 3.9. London Net Zero 2030: An Updated Pathway – In 2022, the Mayor of London commissioned Element Energy to analyse the possible pathways to achieving net zero. The Mayor has indicated an Accelerated Green Pathway will be followed in order to achieve net zero, for which one of the key requirements is a 27% reduction in car vehicle kilometres travelled by 2030.
- 3.10. Gear Change (2020) – This strategy sets out the actions required at all levels of government to increase walking and cycling in England, in order to improve air quality, combat climate change, improve health and wellbeing, address inequalities and tackle congestion on our roads.
- 3.11. Cycle Strategy (2017) – This sets out the Council's vision for cycling to be a safer and more attractive option for travel. This includes via schemes such as Healthy Neighbourhoods where space is made available for people to enjoy streets without motor vehicles, particularly near schools, to help those walking and cycling.
- 3.12. Physical Activity Strategy (2023) – This sets out how the Council will work in partnership with organisations and communities across the borough to increase the number of opportunities for residents of all ages and abilities, to become more physically active.

4. Dockless bikes

- 4.1. The dockless bike programme delivers marked designated parking bays for e-bikes. These designated parking bays are geofenced to prevent and mitigate issues caused by inconsiderate parking and obstructions to pedestrians. E-bikes are equipped with GPS that determines their precise location and does not allow parking away from the designated bays.
- 4.2. A partnership is in place with Lime for one year and will be regularly reviewed to

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ensure that there is good performance against an established set of KPIs including:

- Bicycle parking and removal
- Bicycle deployment and redistribution
- Bicycle servicing and maintenance
- Customer service, engagement and education
- Bicycle safety

4.3. Across these KPIs, officers request data against the following measures:

- Total number of trips starting in the borough
- Total number of trips ending in the borough
- Average distance travelled
- Average trip time
- Active users
- Fleet utilisation
- Urgent retrieval response time
- Non-urgent move task response time
- Other task response time
- Fines
- Bans
- Parking compliance
- Percentage of tipped over vehicles

4.4. Officers have fortnightly meetings with Lime to discuss operation and performance.

4.5. From November 2023 to February 2024, 213,344 trips have been made by Lime bike within Lewisham by 53,525 riders. The weekly average number of trips has been 12,697 and the average trip is 1.1 miles. This indicates good usage of the dockless bikes and is comparable with usage of Lime bikes across other London boroughs with agreements in place. We expect trip numbers to increase as we enter the Spring and Summer months and when further marked bays are implemented.

4.6. The traffic order for marked bay locations for Phase 2 is scheduled to be advertised in May, following the pre-election period. As part of the statutory consultation process, statutory stakeholders are contacted including the Police and TfL, and ward members are notified via email. Typically, street notifications of the Notice of Proposal are displayed in locations where changes are being made to the carriageway. This approach will be extended to include footway bays, and letters will be distributed to households in the immediate vicinity of the bay to improve resident engagement.

4.7. Strategic Transport will collaborate with the Communications team to improve the communications plan that supports the roll-out of Lime bikes, as well as with

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Lime directly, when installation is scheduled following the statutory processes. The communications will include a press release on the Council's website and social media.

- 4.8. Officers have raised concerns about bike hacking with Lime. Lime have confirmed that the issue has been resolved. In 2023, the entire fleet was retrofitted to prevent bikes from being hacked and making it impossible for users to illegally hack bikes. Since last autumn, hacked trips have accounted for 0% of the trips across London and Lime have not received any reports of the 'clicking' sound that a bike makes when it has been hacked.
- 4.9. Officers attend fortnightly meetings with London Councils, TfL and other London boroughs to discuss progress with micro-mobility (both dockless cycle hire schemes and e-scooters). In June 2023, London Councils' Transport and Environment Committee (TEC) agreed in principle to a single contract approach for e-bikes and e-scooters and to work with TfL and London local authorities on the design of the scheme, with the ambition of a single contract for micro-mobility. This pan-London agreement could assist with the operational management, particularly of dockless e-bikes, and enhance the customer experience with a consistent approach to the rental of dockless micro-mobility.

5. Cycle training

- 5.1. The Council receives Local Implementation Plan (LIP) funding from Transport for London (TfL) for the delivery of cycle training. This includes free cycle training for children, young people and adults who live in the borough.
- 5.2. For 2023/24, £233k of LIP funding was allocated to the Council by TfL for the delivery of cycle training.
- 5.3. Cycle training for children in school is delivered by Cycle Confident and involves sessions for children who cannot ride a bike and other sessions for children who can already cycle.
- 5.4. Up to the end of January 2024, Bikeability level 1 and level 2 training was delivered for 1078 children and 130 adults.
- 5.5. Information about the training delivered can be found here:
 - [Bikeability Level 1](#)
 - [Bikeability Level 2](#)
- 5.6. Maps of the existing cycleways are not provided to children during their training. However, adults are offered information about cycleways depending on their cycle skills request. They are directed through Peddle My Wheels when they borrow a bicycle or through the training instructor to go to the TfL website for more information.
- 5.7. The available maps of the existing cycleways can be found here:
 - [TfL cycle map](#)
 - [National Cycle Network – National Route 21: Waterlink Way](#)
- 5.8. It should be noted that there are several route planning and navigation mobile applications, such as Google Maps, TfL Go, Strava, Komoot, and MapMyRide, which provide maps of both the formally designated cycleways and other cycle-

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friendly routes within Lewisham.

- 5.9. The LIP funding allocated to the Council by TfL for the delivery of cycle training in 2024/25 has been significantly reduced in comparison with 2023/24 to £88k.
- 5.10. An additional £95k of LIP funding for the Council's 'Behaviour Change programme' has been requested and secured through the through the Corridors, neighbourhoods and supporting measures programme. This will partly supplement the £88k LIP funding for cycle training.
- 5.11. The Behaviour Change programme includes the delivery of supporting behaviour change initiatives to address barriers to active travel and encourage uptake of sustainable modes of transport. Such initiatives include amongst others adult and children cycle training, cargo bike loan scheme, Dr Bike events, local community cycling events, school travel planning, and Vision Zero education.

6. Integrated Active Travel Strategy

- 6.1. Officers are in the development stages of the new Active Travel Strategy which will integrate existing policies within Strategic Transport and Highways, alongside other local, regional and national strategies, policies, and guidance into one overarching strategy with an associated delivery plan for active travel improvements over the next 7-10 years.
- 6.2. An number of 34 new walking and cycling routes have been identified. These have been initially sifted to differentiate them between Priority and Low priority routes primarily using the propensity to cycle tool. The draft Priority and Low priority routes can be seen in no particular order at Appendix A and B. It should be highlighted that these are only indicative route alignments based on a high-level assessment. The exact route alignment will be assessed and selected at the feasibility and design development stages of each individual project.
- 6.3. These are currently in the process of being ranked and prioritised using a set of metrics including propensity to cycle, DfT route selection, DfT walking route audit, deprivation, active travel accessibility modelling, implementation risk, and cost.
- 6.4. The draft strategy document and associated maps, which will cover the type and length of any proposed cycle lanes, are expected in early March 2024. The deliverables will be shared with SDSC for review and feedback. The final document, which will address the SDSC and officer feedback, is currently anticipated to be completed at the end of March 2024.
- 6.5. Public and stakeholder engagement will be carried out, which will include a launch of the strategy and an information campaign through several media. This is currently anticipated to take place in summer 2024.
- 6.6. A public and stakeholder engagement and consultation will be then carried out on an individual project basis. This will collect valuable feedback and inputs that will be taken into consideration throughout the development of any proposals.

7. Cycle network development

- 7.1. As reported to the SDSC on 8 November 2023 and 9 January 2024, the Council secured a total funding allocation of £329k (£120k in September 2023 and

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£209k in November 2023) for 2023/24 through the Cycle Network Development (CND) programme to progress the next stages or a part of these for a number of projects. These projects aim to deliver a total of 13 kilometres of new or improved cycleways.

- 7.2. The projects, funded or part-funded project stages, route lengths (where applicable), and key delivery dates for those project stages are listed in Table 1.

Table 1: CND projects, stages, route lengths, and delivery dates

Project Name	Project Stage(s)	Route Length (km)	Key Delivery Dates
C10 Creekside to Elverson Road (wayfinding installation)	Construction	2.1	Spring 2024
C10 Folkestone Gardens to New Cross (wayfinding installation)	Construction	1.2	Spring 2024
C18 Elverson Road to Catford	Feasibility	3.7	Summer 2024
Brockley Road crossing (near Beecroft Road)	Detailed Design	N/A	Completed
Limes Grove to Lee rail station via Hither Green rail station	Feasibility	2.5	Summer 2024
New Cross Gate to Crofton Park	Feasibility	2.8	Summer 2024
Deptford Church Street	Detailed Design	0.7	Summer 2024
C18 Catford to Lower Sydenham (Southend Lane crossing)	Feasibility	N/A	Completed
Sydenham station to Waterlink Way (Perry Rise crossing)	Construction	N/A	Spring 2024

- 7.3. The delivery dates for the subsequent project stages is subject to further funding being secured.
- 7.4. It should be noted that the 'Limes Grove to Lee rail station via Hither Green rail station' project replaced the 'C18 Molesworth Street' previously reported to SDSC, as Molesworth Street is part of the Transport for London Road Network (TLRN) and therefore the Council has no authority to carry out improvements along this road.
- 7.5. The funding secured through the CND for 2024/25, which was based on bids submitted by the Council, amounted to £774k. This increased by 135% from

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2023/24 and was the 5th highest out of all London boroughs.

- 7.6. The split of the 2024/25 funding between the proposed projects is currently being discussed with the TfL CND Sponsor.

8. Financial implications

- 8.1. There are no direct financial implications as a result of the recommendations of this report.

9. Legal implications

- 9.1. There are no direct legal implications as a result of the recommendations of this report.

10. Risk implications

- 10.1. There are no direct risk implications as a result of the recommendations of this report.

11. Equalities implications

- 11.1. There are no direct equalities implications as a result of the recommendations of this report.

12. Climate change and environmental implications

- 12.1. Transport generates a significant amount of greenhouse gas emissions. The primary contributor of these emissions is on-road transport from cars. Increasing levels of active travel by making journeys safer and more appealing and reducing private vehicle trips by making alternatives equally attractive will contribute to a reduction of the negative environmental impacts of private motor vehicle use through reduced carbon emissions, lower rates of road traffic collisions and improved public realm.

13. Crime and disorder implications

- 13.1. There are no direct crime and disorder implications as a result of the recommendations of this report.

14. Health and wellbeing implications

- 14.1. Making transport more health-promoting by increasing physical activity through encouraging walking and/or cycling as a normal, everyday transport mode can help with reducing the health damaging effects of motorised transport including road traffic injuries, air pollution, community segregation, and noise.
- 14.2. Creating an environment where people actively choose to walk and cycle as part of everyday life also has the potential to reduce health inequalities. This is due to the fact that income or wealth would become a less significant factor in a person's ability to travel within the borough and gain access to healthcare, employment, social networks, etc. Therefore, improving active travel in the borough is likely to benefit those who are less prosperous and therefore likely to own motorised transport.

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15. Glossary

Term	Definition
DfT	The Department for Transport (DfT) is a government department in the United Kingdom responsible for overseeing and regulating transportation systems and networks across the country.
CND	Cycle Network Development (CND) is one of the main programmes under TfL's LIP aiming to enabling more people to choose cycling as a mode of transportation by providing well-designed and interconnected routes that make it easier and safer for them to get around on their bikes.
GPS	Global Positioning System (GPS) is a technology that uses satellites to determine the exact location of a device on the Earth's surface.
LIP	Local Implementation Plan (LIP) funding is the process through which TfL provides 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.
TEC	London Councils' Transport and Environment Committee (TEC) is a group made up of representatives from local councils in London who work together with Transport for London (TfL) to discuss and make decisions about transportation and environmental issues in the city. TEC focuses on topics like public transportation, road improvements, cycling infrastructure, and environmental initiatives related to transportation.
TfL	Transport for London (TfL) is a local government body responsible for most of the transport network in London.
TLRN	The Transport for London Road Network (TLRN) is a network of roads and streets within Greater London that are managed and maintained by Transport for London (TfL).

16. Report author(s) and contact

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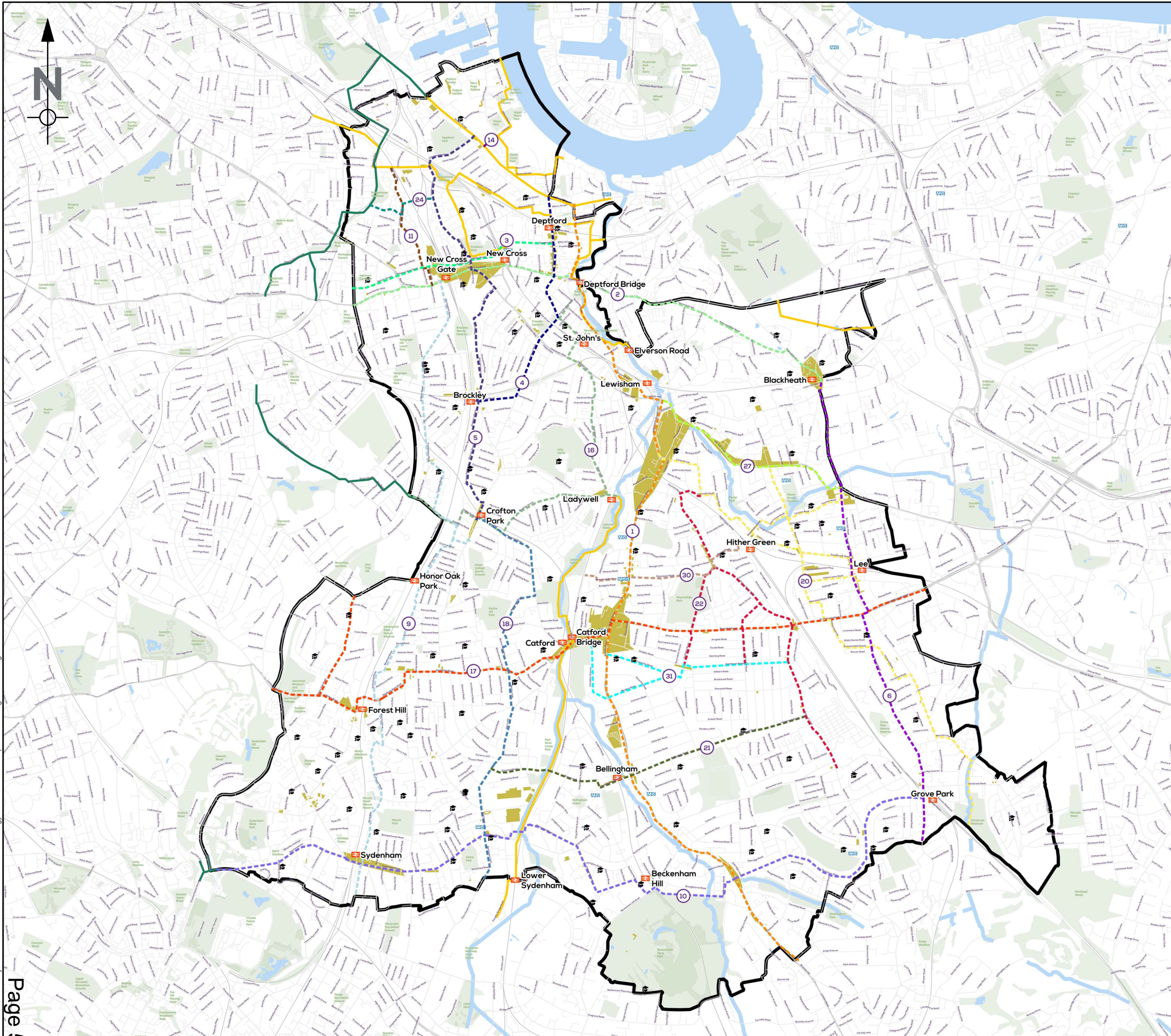
17. Appendices

- 17.1. Appendix A – Map of prioritised active travel routes
- 17.2. Appendix B – Map of low priority active travel routes

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KEY

Existing Active Travel Routes	Route 20 - Lee to Grove Park
Southwark Boundary Schemes	Route 21 - Bellingham
Route 1 - The Lewisham Spine	Route 22 - Hither Green
Route 2 - New Cross to Blackheath	Route 24 - Cold Blow Lane
Route 3 - Hatcham Park Road	Route 27 - Lee High Road
Route 4 - Deptford to Brockley	Route 30 - Hither Green to Catford B
Route 5 - C4 to Crofton Park	Route 31 - Hither Green to Catford C
Route 6 - Grove Park to Blackheath	Schools
Route 9 - New Cross to Sydenham	Stations
Route 10 - Sydenham to Grove Park	Shopping area
Route 11 - Brocklehurst Street	Green Space
Route 14 - Dragon Road	NHS Site
Route 16 - Deptford to Crofton park	
Route 17 - Forest Hill to Lee	
Route 18 - Crofton to Catford	

REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS

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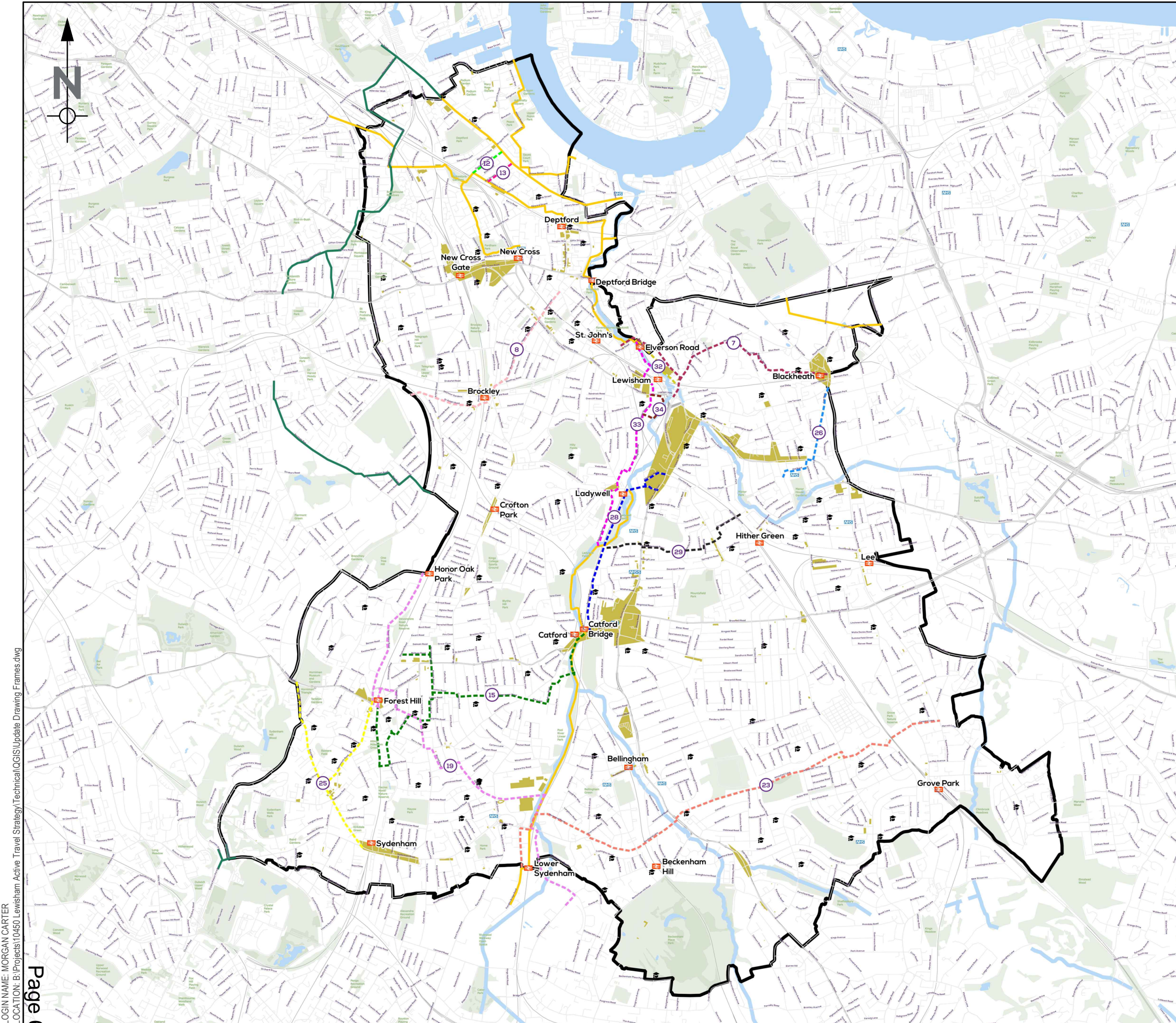
CLIENT
London Borough of Lewisham

PROJECT
Lewisham Active Travel Strategy

DRAWN MC	DESIGNED MC	REVIEWED DW	DATE 15.02.24	APPROVED DW	DATE 15.02.24
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TITLE
PRIORITISED ACTIVE TRAVEL ROUTES

SCALE NTS	DRAWING No 10450-NRP-GIS-SK-119	REV 10
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KEY

Existing Active Travel Routes	Schools
Southwark Boundary Schemes	Stations
Route 7 - Elverson Road to Blackheath	Shopping area
Route 8 - Upper Brockley Road	Green Space
Route 12 - Gosterwood St Quietway	NHS Site
Route 13 - Roll St Quietway	
Route 15 - Catford to Forest Hill	
Route 19 - Sydenham to Honor Oak Park	
Route 23 - Lower Sydenham to Hither Green	
Route 25 - Forest Hill to Sydenham	
Route 26 - Lee Park	
Route 28 - Ladywell to Catford	
Route 29 - Hither Green to Catford A	
Route 32 - Silk Mills Path and Passage	
Route 33 - C2I Elverson Road to Catford via Ladywell	
Route 34 - NCH 21 Waterlink Way Improvements	

REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS
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CLIENT
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PROJECT
 Lewisham Active Travel Strategy

DRAWN	DESIGNED	REVIEWED	DATE	APPROVED	DATE
MC	MC	DW	19.02.24	DW	19.02.24

TITLE
 LOW PRIORITY ACTIVE TRAVEL ROUTES

SCALE	DRAWING No	REV
NTS	10450-NRP-GIS-SK-120	10



Sustainable Development Select Committee

2023/24 progress update on Lewisham Transport Strategy and Local Implementation Plan

Date: 13 March 2024

Key decision: No.

Class: Part 1.

Ward(s) affected: All

Contributors: Petros Ximerakis, Head of Strategic Transport and Highways;
Martha Lauchlan, Transport Planner

Outline and recommendations

The purpose of this report is to update the Sustainable Development Select Committee on the progress being made on improving sustainable transport provision in the borough and the targets set by the Council through several documents including the Lewisham Transport Strategy and Local Implementation Plan (LIP) 2019-2041 and the Lewisham Cycle Strategy 2017, including the December 2019 Cycling Update Report.

The Sustainable Development Select Committee is asked to:

- Note and comment on the contents of this report.

Timeline of engagement and decision-making

6 February 2019: Mayor and Cabinet – Draft Transport Strategy and Local Implementation Plan 2019-2041

4 December 2019: Sustainable Development Select Committee – Cycling Update

24 April 2023: Sustainable Development Select Committee - Update on Lewisham Transport Strategy and Local Implementation Plan

1. Summary

- 1.1. This report presents an overview of the current targets set out in the Council's Transport Strategy and Local Implementation Plan (LIP) and Cycling Strategy, and provides the status of each target for information.
- 1.2. In the context of the Council's current targets set out in the LIP and Cycling Strategy, 47% of those indicators have been achieved and are on target, whilst 53% of the indicators are currently off target. This is an improvement from reporting in 2022/23.

2. Recommendations

- 2.1. The Sustainable Development Select Committee is asked to note and comment on the contents of this report.

3. Policy Context

- 3.1. The contents and recommendations of this report are consistent with the Council's policy framework, as well as wider regional and national policies and priorities, as outlined below:
- 3.2. Corporate Strategy (2022-2026) – This sets out what the Council plans to deliver for residents between 2022-2026. The recommendations of this report will help to support the implementation of the Corporate Strategy, namely making Lewisham 'cleaner and greener, where the Council has committed to enable more active travel and aim to reduce reliance on cars.
- 3.3. Future Lewisham (2021) – This outlines the Council's ambitions for the future and priorities following the learnings from the Covid pandemic. One of the core themes of the plan is to create a 'greener future', building on the observed increase in walking and cycling seen locally, and all the other ways our environment benefitted from behaviour changes during the pandemic. The other core theme is 'a healthy and well future' and recognises that good health and wellbeing is dependent on many determinants including physical activity and air quality.
- 3.4. 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 come from transport, including vehicles travelling in or through the borough. Within the action plan, one of the key policies is to move to a decarbonised transport network through encouraging modal shift and managing parking.

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- 3.5. Healthy Streets for London (2017) – The Mayor of London and TfL are taking the Healthy Streets approach to encourage more Londoners to walk, cycle and use public transport. This approach aims to improve air quality, reduce congestion and help make London’s diverse communities greener, healthier and more attractive places to live, work, play and do business. It outlines some practical steps to help Londoners use their cars less and walk, cycle and use public transport more, including:
- Improving local environments by providing more space for walking and cycling, and better public spaces where people can interact.
 - Prioritising better and more affordable public transport, and safer and more appealing routes for walking and cycling.
 - Planning new developments so people can walk or cycle to local shops, schools and workplaces, and have good public transport links for longer journeys.
- 3.6. London Environment Strategy (2018) – This strategy brings together approaches to every aspect of London’s environment, integrating air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change, ambient noise, and the low carbon circular economy. It recognises that poor air quality is the “most pressing environmental threat to the future health of London” and sets out a roadmap to zero emission road transport which includes reducing car use.
- 3.7. Mayor of London’s Transport Strategy (2018) – This has an overarching aim of reducing dependency on cars and sets strategic targets for 80% of journeys in London to be made by walking, cycling and public transport by 2041 and for all Londoners to do at least 20 minutes of active travel each day by 2041.
- 3.8. Transport Strategy and Local Implementation Plan (2019-2041) – The objectives of this 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; for 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. One of the aims of the Transport Strategy is to reduce car use and car ownership in the borough through increasing Controlled Parking Zone (CPZ) coverage.
- 3.9. Air Quality Action Plan (2022-2027) – This outlines the Council’s five year strategy to improve air quality in the borough and across London. This includes objectives for cleaner transport policies, such as encouraging more trips to be made by walking, cycling or public transport to reduce car use; improved provision of infrastructure to support walking and cycling; and installation of electric vehicle charging points to enable the uptake of electric vehicles.
- 3.10. London Net Zero 2030: An Updated Pathway – In 2022, the Mayor of London commissioned Element Energy to analyse the possible pathways to achieving net zero. The Mayor has indicated an Accelerated Green Pathway will be followed in order to achieve net zero, for which one of the key requirements is a 27% reduction in car vehicle kilometres travelled by 2030.
- 3.11. Gear Change (2020) – This strategy sets out the actions required at all levels of government to increase walking and cycling in England, in order to improve air quality, combat climate change, improve health and wellbeing, address

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inequalities and tackle congestion on our roads.

- 3.12. Cycle Strategy (2017) – This sets out the Council’s vision for cycling to be a safer and more attractive option for travel. This includes via schemes such as Healthy Neighbourhoods where space is made available for people to enjoy streets without motor vehicles, particularly near schools, to help those walking and cycling.
- 3.13. Physical Activity Strategy (2023) – This sets out how the Council will work in partnership with organisations and communities across the borough to increase the number of opportunities for residents of all ages and abilities, to become more physically active.

4. Background

- 4.1. There is a widely recognised need to reduce car dependency in London to improve air quality, improve public health, reduce congestion and improve road safety, as reflected in the strategies and policies detailed in Section 3. Creating environments which support a switch to walking and cycling is integral for Lewisham to become a cleaner and greener borough.
- 4.2. The Council is committed to making Lewisham a greener place to live, work and visit by improving access to more forms of sustainable transport and reducing emissions related to vehicle usage.
- 4.3. The Transport Strategy and Local Implementation Plan (LIP) sets out the Council’s plans for the future of transport in Lewisham, with details of aspirations for the borough up to 2041, to contribute towards achieving the ambitious vision of the London Mayor’s Transport Strategy (MTS).

5. Funding position

- 5.1. The majority of projects and programmes delivered by Strategic Transport and Highways to improve active travel are funded by LIP funding from TfL.
- 5.2. It should be noted that between 2020 and 2022 the Council was not operating in ‘business as usual’ circumstances due to the Covid-19 pandemic. Since March 2020, the Council’s allocation of LIP funding has significantly decreased from expected figures projected in 2018. This was a result of the financial impacts of the Covid pandemic on TfL’s funding streams followed by a series of short-term funding agreements between the Department for Transport (DfT) and TfL.
- 5.3. LIP funding saw a steady decline between 2020 and 2023. Specifically, in 2020/21 a total of £3.2m was allocated with £2.7m allocated in 2021/22 and £1.3m in 2022/23.
- 5.4. The limited funding has had a continuous severe impact on both the number and scale of schemes that the Council has been able to deliver, and therefore hindered the implementation of the transport strategy. It also significantly inhibited the ability to recruit staff and satisfy the continuously escalating resourcing demands of the Strategic Transport and Highways services.
- 5.5. The funding allocation by TfL for 2023/24 was initially £1,640k and was provided through the Corridors, neighbourhoods and supporting measures, Cycle parking, and Cycle training programmes. A further £120k was allocated in September 2023 and another £209k was allocated in November 2023, both

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through the Cycle Network Development (CND) programme. This amounted to a total funding allocation of £1,969k in 2023/24, which was higher in comparison with 2022/23 but still well below the pre-2020 levels of funding.

- 5.6. The funding allocation by TfL for 2024/25 provided through the Corridors, neighbourhoods and supporting measures, Cycle parking, and Cycle training programmes continued to drop substantially to £1,213. The reduced funding through those programmes was outside the Council’s control, as it is typically allocated using a formula that was agreed with London Councils and the London Technical Advisory Group (LoTAG) in 2010.
- 5.7. This overall reduction in the level of funding is unlikely to change in the foreseeable future, as indicated by the letter received by TfL dated 13 September 2023 which mentioned that “we may need to reduce all planned investment levels next year” and the shift of focus and funding directed by the Government towards motor traffic projects.
- 5.8. The funds secured through the CND and Bus Priority Programme (BPP) for 2024/25, which were based on bids submitted by the Council, amounted to £774k and £390k respectively, totalling £1,164k.
- 5.9. It should be noted that whilst the LIP allocation letter states £328k being allocated through BPP, a further £62k allocation was confirmed by TfL in the weeks following the letter publication.
- 5.10. It is also important to highlight that the CND funding secured increased by 135% from 2023/24 and was the 5th highest out of all London boroughs.
- 5.11. Therefore, the total LIP funding allocation for 2024/25 amounted to £2,377k. The funding allocation letter from TfL highlighted that further funding can be made available later within 2024/25 subject to progress.
- 5.12. A comparison between the 2023/24 and 2024/25 TfL LIP funding allocations is shown in Table 1, with a breakdown provided for each of the different programmes.

Table 1: Comparison between 2023/24 and 2024/25 TfL LIP funding allocations

Borough LIP Programme	2023/24 Borough Allocation (£k)	2024/25 Borough Allocation (£k)	Difference (£k)	Difference (+/- %)
Safer Corridors and Neighbourhoods	1,048	1,048	0	0%
Cycle Network Development (CND)	329	774	445	135%
Bus Priority	253	390	137	54%
Cycle Training	233	88	-145	-62%

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Cycle Parking	106	77	-29	-27%
Total	1969	2377	408	21%

6. Service challenges, constraints, and transformation programme

- 6.1. Since 2020, the Strategic Transport service has faced significant challenges and constraints arising from limited funding and reductions in staff.
- 6.2. The reductions and uncertainty of long-term external funding constrained the available financial resources and impeded the progress towards achieving the Transport Strategy targets.
- 6.3. The revenue budget cuts agreed in 2020/21 notably reduced the number of staff within Strategic Transport. The reductions in staff diminished the capacity to progress infrastructure improvements and respond effectively to emerging transportation needs within the community and exacerbated operational difficulties within the Strategic Transport service. Having fewer personnel available to manage day-to-day operations, including planning, implementation, and monitoring of transportation initiatives, led to a heightened strain on the existing team and enhanced risk for loss of grant funding.
- 6.4. To offset the impacts of the revenue budget cuts, a significant portion of LIP funding was utilised to maintain the minimum viable level of staffing capacity in areas critical to delivery of the LIP programme objectives.
- 6.5. A project and programme mapping exercise was undertaken in summer 2023 that revealed that Strategic Transport had approximately 120 active projects. Based on this high workload and the substantial risk to delivering upon the service's commitments, recruitment took place to increase resource capacity and expertise. Since April 2023, there has been a net recruitment of seven staff members, providing capacity across project management, business support, engineering, and transport planning.
- 6.6. Utilisation and resourcing requirements continue to significantly exceed capacity, placing a substantial risk on the utilisation of grant funding and therefore posing a threat to the prospects of attracting and securing further future investment. However, the existing budgets constrain necessary further recruitment to meet the current demands.
- 6.7. A review of current funding allocations against projects was also undertaken in autumn 2023 in an effort to consolidate and reduce the number of separate projects and introduce resource efficiencies. This enabled the service to prioritise programmes for delivery that meet the greatest needs of residents, businesses and visitors in Lewisham.
- 6.8. A multi-year transformation programme, introducing continuous incremental improvements to the Strategic Transport service, has been initiated. These improvements comprise, amongst others, focus on team culture, morale, and cohesion, improved people management, organisational redesign, resource management, better team communications, established operating model and

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business cycle, enhanced collaboration between services, relationship building with external funders such as TfL, close collaboration with key stakeholders and partners such as Southeastern Railway and NHS, project management framework, standardisation and guidance, defined procurement practices, continuous improvement processes and workshops, effective management of supply chain, and a transition to new digital solutions.

7. Overview of existing targets

- 7.1. Whilst there are other national, regional, and local strategies and policies that have set targets, the Council's transport projects are primarily seeking to achieve the targets set out in the Transport Strategy and Local Implementation Plan (2019-2041) and Cycle Strategy (2017).
- 7.2. It is important to recognise that the targets were set in a pre-pandemic world and do not take account of changes since the pandemic, such as an increase in home working and consequent decrease of TfL's income, lower levels of public transport patronage, and nationwide economic downturn.

Local Implementation Plan

- 7.3. The below table provides a brief overview of the status of the LIP targets. A full list of the targets and statuses can be found in Appendix A.

On target	Off target
6	7

- 7.4. The LIP contains a vast array of targets including mode share, active travel, access to cycle networks, road safety, traffic, car ownership, air quality, and public transport.
- 7.5. The air quality indicators are on track to meet the 2041 targets, however it should be noted that the Council aims to meet the World Health Organization (WHO) guidelines which are more stringent than the UK/EU air quality limits.
- 7.6. The Council has seen positive progress towards active travel and associated infrastructure, with the percentage of protected cycle network doubling between 2022 to 2023. Furthermore, with additional CND funding being allocated in 2023/24 the Council is progressing safe and quiet cycle routes in line with TfL standards.
- 7.7. In the London region, road safety indicators are not on track and the 2022 data for Lewisham shows reductions in serious and slight injuries, and zero fatalities.
- 7.8. It should be noted that some of the data is not available or up to date as the Council awaits the latest information from TfL to show performance against LIP targets.
- 7.9. In addition, a variety of external factors has affected performance against the targets. For example, the cost-of-living crisis and industrial action may have contributed to reduced public transport usage, with patronage still below the pre-pandemic 2018/19 baseline. Furthermore, the targets were set in 2018 before the pandemic and do not take into account behaviour changes such as increased home working, as noted above.

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Cycling Strategy

7.10. The below table provides a brief overview of the status of Cycling Strategy targets. A full list of the targets and statuses can be found in Appendix B.

On target	Off target
2	2

7.11. As with the data available against LIP targets, the Council does not yet have access to some of the latest data from TfL and so comparisons to the previous information is limited.

7.12. Road safety data for cyclists has shown that cycling trips have become safer overall, but clearly there is a need to continue to implement safe cycle infrastructure. Programmes for delivery against CND have seen increased funding, enabling quicker progression of safer and quiet cycleways which will be expected to positively contribute to this indicator.

7.13. The number of secure cycle parking spaces has increased in 2023/24 by 330, with an additional 21 cycle hangars expected to be installed in early spring 2024 providing a further 126 secure cycle storage spaces.

8. Key initiatives

8.1. Examples of initiatives, both recently delivered and in progress, which support meeting the LIP targets include:

- The Sustainable Streets programme, which is introducing CPZs, more street trees, electric vehicle (EV) charging points, cycle storage, and car club bays across the Borough to make better use of road space and pavements, while encouraging a switch to more sustainable modes of transport.
- The dockless bike programme and partnership with Lime, which is expanding and improving the operation of cycle hire across the Borough and is delivering marked designated parking bays for e-bikes.
- Development of strategies and policies, such as the Integrated Active Travel strategy, Healthy Neighbourhoods strategy, EV implementation plan, and Borough-wide HGV restriction plan.
- Cycle training across the Borough for children and adults, including bikeability, cycle skills, led rides, and family lessons.
- Design development of road danger reduction measures at:
 - The junction of Sydenham Road and Mayow Road.
 - Hither Green Lane and Courthill Road between Torridon Road and Lewisham High Street.
 - Lee Terrace and Belmont Hill between A20 Lee High Road and Lee Road.
 - The junction of Lee Terrace and Lee Road.
- Implementation of traffic calming measures on Downham Way between Northover and Bromley Road.

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- Implementation of speed compliance measures, such as Vehicle Activated Signs (VAS) at Winn Road, Perry Vale, Baring Road, and Downham Way.
- Conversion of existing zebra crossing to signalised crossing to improve safety and bus journey times at Brockley Road, currently in construction.
- Design development of pedestrian crossings and other crossing improvements to provide safer routes to schools.
- Design development of new crossings at Perry Hill and Southend Lane, currently anticipated to be implemented in the first half of 2024/25.
- Continued delivery of School Streets, such as at Torridon School which is currently anticipated to be implemented in spring 2024.
- Design development of a cycleway along Deptford Church Street between the A2 Deptford Broadway/Deptford Bridge and the A200 Creek Road, with construction currently anticipated to start between summer and autumn 2024.
- Design development to replace the existing footbridge at Waterlink Way, which is part of the National Cycle Network and connects several parks and green spaces in Southeast London, and deliver safety and accessibility improvements.
- Implementation of cycle contraflow facilities to 6 existing one-way roads and design development to deliver another 26 in 2024/25.
- Cycle wayfinding installation at C10 Creekside to Elverson Road and C10 Folkestone Gardens to New Cross, currently anticipated to be delivered in early spring 2024.
- A feasibility of the following new or improved cycle routes:
 - New Cross Gate rail station to Crofton Park rail station
 - Limes Grove to Lee rail station via Hither Green rail station
 - Elverson Road Docklands Light Railway (DLR) station to Catford rail station
- Delivery of 330 new secure cycle parking spaces, with an additional 126 currently anticipated to be delivered in early spring 2024.
- The conversion of hail stops to permanent bus stops on bus route 336, which is currently anticipated to be delivered in spring 2024.
- A feasibility to address the unsafe left hand turn from Honor Oak Park to Stondon Park and return the diverted buses to their original route.
- Public realm improvements at Coulgate Street, which are currently anticipated to be implemented in spring 2024.
- Design development of proposed public realm improvements and pedestrianisation at Deptford High Street.
- Public realm, walking, and cycling improvements along the whole length of Creekside, currently in construction.
- Design development of proposed public realm improvements at Crossfield Street and Coffey Street, following on from the works carried out by Thames Tideway.

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- Feasibility of walking and cycling interventions, traffic management measures, and public realm improvements at the Bell Green gyratory.

9. Conclusion

- 9.1. In the context of the Council's current targets set out in the LIP and Cycling Strategy, 47% of those indicators have been achieved and are on target, whilst 53% of the indicators are currently off target. This is an improvement from reporting in 2022/23.
- 9.2. The key area that requires increased focus is the progression of active travel projects. The schemes proposed within LIP for 2024/25, and particularly those funded through the CND programme, as well as the rollout of dockless bikes will make a positive contribution towards this.
- 9.3. It is also recommended to concentrate on a reduction in household car ownership, which is currently at 52%. The Sustainable Streets programme seeks to achieve this, through the introduction of controlled parking alongside sustainable transport measures including car clubs, which can provide a suitable and attractive alternative to private car ownership.
- 9.4. As with previous years, the uncertainty relating to future funding and the limited number of staff within Strategic Transport continue to constrain progress. Alternative funding sources are being identified and utilised where possible, including S106, NCIL and the Climate Action Investment fund.

10. Financial implications

- 10.1. There are no direct financial implications associated with the recommendations in this report.

11. Legal implications

- 11.1. There are no direct legal implications associated with the recommendations in this report.

12. Risk implications

- 12.1. There are no direct risk implications as a result of the recommendations of this report.

13. Equalities implications

- 13.1. There are no direct equalities implications associated with the recommendations in this report.

14. Climate change and environmental implications

- 14.1. Transport generates a significant amount of greenhouse gas emissions. The primary contributor of these emissions is on-road transport from cars. Increasing levels of active travel by making journeys safer and more appealing and reducing private vehicle trips by making alternatives equally attractive will contribute to a reduction of the negative environmental impacts of private motor vehicle use through reduced carbon emissions, lower rates of road traffic collisions and improved public realm.

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15. Crime and disorder implications

- 15.1. There are no direct crime and disorder implications associated with the recommendations in this report.

16. Health and wellbeing implications

- 16.1. Making transport more health-promoting by increasing physical activity through encouraging walking and/or cycling as a normal, everyday transport mode can help with reducing the health damaging effects of motorised transport including road traffic injuries, air pollution, community segregation, and noise.
- 16.2. Creating an environment where people actively choose to walk and cycle as part of everyday life also has the potential to reduce health inequalities. This is due to the fact that income or wealth would become a less significant factor in a person's ability to travel within the borough and gain access to healthcare, employment, social networks, etc. Therefore, improving active travel in the borough is likely to benefit those who are less prosperous and therefore likely to own motorised transport.

17. Background papers

- 17.1. [Lewisham Transport Strategy and Local Implementation Plan \(2019-2041\)](#)
- 17.2. [Lewisham Cycling Strategy \(2017\)](#)
- 17.3. [TfL borough funding allocation letter 2024/25](#)

18. Glossary

Term	Definition
BPP	Bus Priority Programme (BPP) is one of the main programmes under TfL's LIP aiming to enable faster and more reliable buses.
CND	Cycle Network Development (CND) is one of the main programmes under TfL's LIP aiming to enabling more people to choose cycling as a mode of transportation by providing well-designed and interconnected routes that make it easier and safer for them to get around on their bikes.
CPZ	A Controlled Parking Zone (CPZ) is an area where parking is regulated and controlled by specific rules and restrictions. In a CPZ, a permit to park may be needed, and there are usually designated times and areas where parking is allowed or prohibited.
DLR	The Docklands Light Railway (DLR) is a type of train system that operates in and around London.
EV	Electric vehicles (EVs) are cars, trucks, or other vehicles that run on electricity rather than petrol or diesel. Instead of an internal combustion engine, they have an electric motor

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Term	Definition
	powered by rechargeable batteries.
LIP	Local Implementation Plan (LIP) funding is the process through which TfL provides 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.
NCIL	The Neighbourhood Community Infrastructure Levy (NCIL) is a community funding programme that uses money collected from developers. NCIL money has to be spent on neighbourhood priorities to support the development of the area. It can be spent on infrastructure, or anything else that supports the demands that development places on an area.
TfL	Transport for London (TfL) is a local government body responsible for most of the transport network in London.
VAS	Vehicle Activated Signs (VAS) are road signs that are designed to respond to the presence or behaviour of vehicles on the road. VAS are intended to improve road safety by providing real-time feedback to drivers and encouraging them to adjust their behaviour accordingly.
WHO	The World Health Organization (WHO) is an international organization that works to promote and protect public health worldwide. It is part of the United Nations system and is responsible for coordinating international efforts to address health issues, provide health-related guidance and standards, and respond to global health emergencies.

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20. Appendices

- 20.1. Appendix A – Overview of Transport Strategy and LIP targets and status
- 20.2. Appendix B – Overview of Lewisham Cycle Strategy targets and status

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Appendix A – Overview of Transport Strategy and LIP targets and status

Target	Status of Target	Detailed status	Reference
<p>Londoners’ trips to be on foot, by cycle or by public transport</p> <p>It will aim to create a step-change in public transport and active travel provision, particularly to the south east through pursuing longer-term initiatives. Target of 72% average daily trips to be walking, cycling and public transport mode share by 2021 and 81% by 2041.</p>	<p>Off target</p>	<p>The last 18 months have seen a continued recovery of travel demand in London from the unprecedented lows of the Covid-19 pandemic. Overall travel demand remains short of pre-pandemic levels, particularly on public transport.</p> <p>Overall, public transport demand across all modes was estimated at 90% of the pre-pandemic baseline in October 2023. Generally, public transport demand has been slower to return – as of late October, London Underground and bus demand was around 84% of the pre-pandemic level.</p> <p>A variety of external factors has affected this trend, including prolonged industrial action on transport services across the country and increased cost-of-living pressures.</p> <p>During 2022, the sustainable mode share was 62.3%, up from 57.8% in 2021. This compares to 63.6% in the last pre-pandemic year (2019). Initial estimates on the trend suggest that active and sustainable mode share in 2023 could be around 64%.</p>	<p>Travel in London – TfL (2023)</p>

<p>London's streets will be healthy and more Londoners will travel actively</p> <p>70% of London residents doing at least 20 minutes of active travel a day by 2041.</p>	<p>Off target</p>	<p>Recovery from the pandemic has again been incomplete, with the value for 2022/23 being 38% of Londoners despite advances made during the pandemic in promoting and facilitating increased walking and cycling.</p> <p>This indicator is thought to be particularly affected by the continuing relative shortfall of public transport trips, which often include an active travel component.</p>	<p>Travel in London – TfL (2023)</p>
<p>London's streets will be healthy and more Londoners will travel actively</p> <p>2021 target of 19% of Lewisham population to live within 400m of a Strategic Cycle Network. 2041 target of 71%.</p>	<p>Off target</p>	<p>The latest data is from 2022 which showed that 19% of residents live within 400m of a strategic cycle network in Lewisham. We are currently awaiting LIP MTS outcomes data for 2023 from TfL.</p> <p>The percentage of protected cycle track has more than doubled between 2022 to 2023, to 1.5%.</p>	<p>TfL LIP3 MTS outcomes borough data pack – Dec 2022</p> <p>Healthy Streets Scorecard (2023)</p>
<p>London's streets will be safe and secure</p> <p>Deaths and serious injuries from all road collisions to be eliminated from our streets. Target of no more than 26 KSIs by 2030 and 0 by 2041.</p>	<p>Off target</p>	<p>In 2022, deaths and serious injuries compared to the 2005-09 baseline were 38% lower for all casualties and 54% lower for those on or involving a London bus. This is positive progress but does not reach the ambitious targets of a 65% and 70% reduction respectively.</p> <p>During 2022, there were 23,465 report collisions in London, resulting in 102 people</p>	<p>Travel in London – TfL (2023)</p> <p>Casualties in Greater London during 2022 – TfL (2023)</p>

		<p>being killed, 3,859 being seriously injured and 23,246 being slightly injured.</p> <ul style="list-style-type: none"> • The number of people killed in collisions reduced by 52% and was the lowest on record, excepting the pandemic affected years of 2020-21. • The number of people killed in collisions involving London buses reduced by 61%. • The number of children killed or seriously injured reduced by 63%. • The number of people killed or seriously injured in collisions involving car occupants reduced by 70%. <p>In Lewisham in 2022, there were 917 casualties, resulting in 114 serious injuries, 803 slight injuries, and 0 fatalities.</p>	
<p>London’s streets will be used more efficiently and have less traffic on them</p> <p>To reduce the volume of traffic in London by 15% and to reduce the number of freight trips in the central London morning peak by 10% by 2026.</p>	<p>On target</p>	<p>In 2022, traffic volumes in central London have fallen by 35% and 19% compared to 2000 and 2016 levels respectively. Equivalent values for Inner London were 19% and 7% respectively, and for outer London were 1% higher than 2000 levels and 4% below 2016 levels.</p> <p>During 2023, the number of goods vehicles entering central London in the weekday morning has declined, with the reduction from 2016 greater than 25%.</p>	<p>Travel in London – TfL (2023)</p>

<p>Reduce car ownership</p> <p>Reduce the total cars owned and car ownership per household. A quarter of a million fewer cars owned in London. Target of 75,100 owned cars by 2021 and 67,800 by 2041.</p>	Off target	The percentage of households in Lewisham with no car is 48%.	Healthy Streets Scorecard Results 2023
<p>Reduce CO₂ emissions</p> <p>Lewisham will have reduced its CO₂ emissions produced by road transport to 132,000 tonnes by 2021 and 34,800 tonnes by 2041.</p>	On target	The most recent data is from 2021 which indicates that CO ₂ emissions produced by road transport measured at 124,498 tonnes. It is important to note that this is data collected during the pandemic when there were restrictions in place and therefore statistics should be cited with caution. We expect to see an increase in emissions data from 2022 and 2023.	London Energy and Greenhouse Gas Inventory (LEGGI) - London Datastore (2021)
<p>Reduce NO_x emissions</p> <p>Lewisham will have reduced its NO_x emissions produced by road transport to 200 tonnes by 2021 and to 30 tonnes by 2041.</p>	On target	The latest data indicates a continuation of the decreasing trend observed over the seven-year period between 2016-2022. In 2022, all monitoring sites measured annual mean concentrations below the AQO.	London Borough of Lewisham Air Quality Annual Status Report for 2022
<p>Reduce PM₁₀ emissions</p> <p>Lewisham will have reduced its PM₁₀ emissions produced by road transport to 44 tonnes by 2021 and to 24 tonnes by 2041.</p>	On target	In 2022, all three monitoring sites measured annual mean PM ₁₀ concentrations well below the AQO of 40 µg/m ³ , supporting the overall downward trend since 2015.	London Borough of Lewisham Air Quality Annual Status Report for 2022

<p>Reduce PM_{2.5} emissions</p> <p>Lewisham will have reduced its PM_{2.5} emissions produced by road transport to 21 tonnes by 2021 and to 12 tonnes by 2041.</p>	<p>On target</p>	<p>PM_{2.5} concentrations monitored in 2021 are all below the annual AQO value of 25 µg/m³.</p> <p>Lewisham Council supports the Mayor of London's commitment to meet the World Health Organisation (WHO) guidelines for PM_{2.5} which are more ambitious than the goal in the new national Clean Air Strategy. Unlike other pollutants, a large percentage of PM_{2.5} in London comes from regional and non-UK sources, however the main sources of PM_{2.5} that do originate locally are from tyre and break wear, construction and wood burning.</p>	<p>London Borough of Lewisham Air Quality Annual Status Report for 2022</p>
<p>The public transport will meet the needs of a growing population</p> <p>London Borough of Lewisham More public trips by public transport. Target of trips per day by using public transport of 255 by 2021 and 331 daily trips by 2041.</p>	<p>Off target</p>	<p>Across 2022/2023, public transport journeys in London recovered to 87% of the 2019/20 pre-pandemic baseline.</p> <p>We are awaiting the latest data from TfL for patronage in Lewisham.</p>	<p>Travel in London – TfL (2023)</p>
<p>Public transport will be safe, affordable and accessible to all</p>	<p>On target</p>	<p>We are awaiting the latest data from TfL for 2023. The observed time difference in 2022 was 4 minutes.</p>	<p>TfL LIP3 MTS outcomes borough data pack – Dec 2022</p>

<p>By 2041, Lewisham will reduce the difference between total public transport network and total step-free public transport network journey time from 7 minutes to 3 minutes.</p>			
<p>Journeys by public transport will be pleasant, fast and reliable</p> <p>Average bus speeds in Lewisham will improve by 9.3-9.6mph in 2021 to 9.7-10.6mph by 2041.</p>	<p>Off target</p>	<p>We are awaiting the latest data from TfL for 2023. Data from 2021/2022 showed that average bus speeds have remained consistent in Lewisham at an average of 9.2mph, which is slightly below the 2021 target.</p>	<p>TfL LIP3 MTS outcomes borough data pack – Dec 2022</p>

Appendix B – Overview of Lewisham Cycle Strategy targets and status

Target	Status of Target	Detailed status	Reference
<p>Double the number of cycling journeys</p> <p>The target seeks a 100% increase in journeys in six years compared to the Mayor of London’s aim to increase cycle journeys in London by 150% over 10 years to 2026.</p>	Off target	<p>The latest data from 2019/20 indicates that cycling makes up 3% of journeys in Lewisham. The target by the Mayor of London is very ambitious which is recognised in the Cycling Strategy.</p> <p>We are awaiting updated information from TfL for Lewisham. However, the London Travel Demand Survey shows that the proportion of journeys made by cycling in inner London has increased from 2.53% in 2005/06 to 4.92% in 2022/23.</p>	<p>TfL LIP3 MTS outcomes borough data pack – Dec 2022</p> <p>London Travel Demand Survey – TfL (2023)</p>
<p>Increase the proportion of employed residents cycling to work to 10%</p> <p>This is an increase of 150% in a 10 year period. With the population of Lewisham increasing dramatically at the same time, the number of people cycling to work will have to increase by about 300%.</p>	Off target	<p>The 2021 census data indicates that 3.6% of employed residents cycle to work. It should be noted that around 45% of residents reported that they mainly work from home.</p> <p>We are still awaiting data from TfL for 2023. However, the London Traffic Demand Survey shows that the percentage of journeys made for commutes in inner London has decreased to 13.9% compared to the 2005/06 baseline of 19.5%.</p>	<p>Methods used to travel to work – Census 2021 data</p> <p>London Travel Demand Survey – TfL (2023)</p>
<p>Halve the casualty rates of cyclists</p>	On target	<p>In 2022, cyclists in London experiencing serious injuries have increased by 42% against the 2005-09 baseline, however cyclist</p>	<p>Travel in London - TfL</p>

<p>This target relates cycle collisions to the volume of cycling journeys. This target is to effectively halve the number of cycling injury collisions compared to the number of cycle journeys.</p>		<p>fatalities have decreased by 58%. Over this time period (to 2021) cycling journeys have increased by 84%, suggesting that cycling trips have become safer overall, but clearly there is a need to continue to roll-out safe cycle infrastructure.</p>	<p>Casualties in Greater London during 2022 – TfL (2023) https://content.tfl.gov.uk/casualties-in-greater-london-2022.pdf</p>
<p>Cycle parking</p> <p>More convenient and secure residential cycle parking, such as cycle hangars in existing residential areas. These help make it convenient to use and access a cycle, which increases the frequency of cycling. New developments are required to provide appropriate facilities.</p>	<p>On target</p>	<p>As of February 2023, there are 213 cycle hangars in Lewisham, providing 1278 secure cycle parking spaces.</p> <p>A further 21 cycle hangars are expected to be installed in early spring 2024, providing an additional 126 cycle parking spaces.</p>	<p>Internal data</p>