

## Appendix C – Overview of Schemes

Scheme/Programme	Brief overview	2022/23	2023/24
<b>Public Realm schemes</b>			
Montpelier Vale	Improvements to Montpelier Vale, a street with shops which currently provides part of a one way gyratory in the Blackheath Conservation Area and near a World Heritage Site, which will benefit from pedestrianisation	Development of concept designs	Preliminary and detailed design improvements
Deptford High Street	Urban design improvements to Deptford High Street between the junctions of Edward Street and the A2. Deptford Broadway is a heavily used street with shops which will improve from pedestrianisation	Public consultation and development of concept designs	Preliminary and detailed design of urban design improvements
Coulgate Street	Contribution to Thames Water funded scheme pedestrianizing this location which will incorporate Sustainable Urban Drainage Solutions	Surveys and detailed design of an urban design improvement to pedestrianise Coulgate Street and introduce SuDS	Implementation (note that the build is Thames Water funded) and additional work on detailed design due to presence of significant amount of statutory undertakers apparatus/utilities including medium pressure gas main
<b>Corridor schemes</b>			
Baring Road	Collision reduction scheme. This design will provide all information necessary to implement a scheme that will include traffic calming measures on Baring Road between Chinbrook Road and A205 Westthorne Avenue	Preliminary design for collision reduction scheme	Detailed design for collision reduction scheme and build of minor measures

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Downham Way	As above, a collision reduction scheme to include traffic calming measures on Downham Way between Northover and Bromley Road which was identified	Preliminary design for collision reduction scheme	Detailed design for collision reduction scheme
<b>School safety measures</b>			
School Streets	To implement measures to provide safer environments for children, reduce road danger, and create cleaner environments in the proximity of schools	Developed school street/school zone concept designs for Bonus Pastor/Downderry, Fairlawn and Torridon Schools	Design and install next three School Streets at Bonus Pastor/Downderry, Fairlawn, and Torridon
School travel planning	Allows schools to improve their pupils' health and social development and reduce congestion	Focus on school streets	Continued promotion of safe, healthy and sustainable travel to and from schools to improve pupils' health and social development and reduce traffic congestion
Safer Routes to School	Improve safety for children crossing roads near schools in Lewisham	Focus on school streets	Programme of pedestrian crossing and other improvements to provide safer routes to school to encourage walking and cycling.
<b>Traffic management schemes</b>			
20mph compliance	Improved road safety of roads in Lewisham to improve speed compliance	Installation of numerous VAS signs	Identification of roads with low compliance to 20mph speed limit and implementation of traffic calming measures
Junction improvements at high collision junctions:	Improved road safety of roads in Lewisham	Development of designs at Evelyn Street and Grinstead Road and implementation at Algernon Road and Ladywell Road	Design and build at high collision junctions

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Borough-wide weight restrictions	Implementation and improvement of existing environmental weight limits to manage the impact/remove HGVs from residential streets	Study undertaken to identify specified areas and/or routes that require weight restrictions	Design of a number of areas that have been identified as needing weight restrictions to be implemented
Sydenham Road and Mayow Road junction	Junction assessment and improvement at the Sydenham Road and Mayow Road junction to reduce speeding and increase safety. This location was identified as one that experiences excess speed and road danger, including collisions, requiring improved safety for all modes of users	Preliminary design for collision reduction scheme.	Detailed design for collision reduction scheme, to provide all information necessary to implement the road safety scheme
Brockley Road zebra crossing	Improved safety at pedestrian crossing as well as improve bus network	Delayed as a result of delay by TfL providing signal design	Improvements to the existing crossing on Brockley Road.
Hither Green Lane, Courthill Road and Torridon Road junction	Improve safety of roads in Lewisham	Funding not provided in 2022/23	Design and build of junctions highlighted
Lee Terrace, Lee High Road and Lee Road	Improved traffic flow and road safety at congested high collision junctions	Funding not provided in 2022/23	Design of junctions highlighted
Modernisation at Honor Oak Park/Stondon Park	Improved road safety for road users in Lewisham	Funding not provided in 2022/23	Feasibility and design to address unsafe left hand turn from Honor Oak Park into Stondon Park.

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<b>Healthy Neighbourhood schemes</b>			
LTN enhancements	Design and implement enhancements for Lewisham and Lee Green LTN as recommended in the LTN report (January 2022)	Measures including cycle hangars, street trees, EVCPs, School Streets, Sydenham and Grove Park LTNs camera installations introduced as recommended.	-Continued monitoring
Healthy Neighbourhood Feasibility Study	Study to identify next potential suitable location for Healthy Neighbourhood interventions	Study carried out to determine approach to further interventions as well as priority interventions.	Design and consultation for implementation of the next HN in Lewisham
<b>Cycle permeability schemes</b>			
Cycle training	Free cycle training lessons for school children and adults to improve confidence and ability on the road	Continued training – For 2022/23 not including March 2023 the following training has taken place; 1324 children. 47 Adults. Provided 4x group adult rides	Continued training – estimated 3,900 children and 150 adults as well as group rides
Quietways Permeability improvements Lines and signs refresh Route safety improvements	Improvements to quietways providing safer and more pleasant routes off of more major corridors	Line and sign refresh at Landmans Way and Safety review at Blackheath	Design and implementation of improvements to existing quietways including at Canal Approach as identified in the Deptford Parks Liveable Neighbourhood programme
Contraflow implementation programme	Improved cycle network within Lewisham	One-way to two-way cycling conversions feasibility study for Amersham Vale, Ashby Road, Clifton Rise, St Swithnus Road, Beecroft Road and Marnock Road	Implementation of contraflows

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Cycle hangars programme	Increasing the provision of secure cycle parking in the borough. Currently the demand greatly outstrips the funding available, so hangars are being installed where there is greatest demand	Funding has been used to install 75 hangars	Funding will be used to install an estimated additional 22 cycle hangars with locations in the south of the borough will be prioritised where there is currently lowest coverage. It should be noted that cycle hangars will be installed as part of the sustainable streets programme (mentioned below) also details of which are still being consulted on. Further funding is being sought to increase this number.
Deptford Church Street	Improved cycle network within Lewisham	Surveys and preliminary design	Detailed design for a segregated cycle lane along Deptford Church Street between the A2 Deptford Broadway/Deptford Bridge and the A200 Creek Road to tie in with the development of the Thames Tideway Tunnel.
Cycle Development Network – A new cycle route link between New Cross Gate and Crofton Park where it will join the existing LCN 22 that runs between Catford and Peckham.	The cycle route has been identified from Transport for London’s Strategic Cycling Analysis (SCA), which identified the origins and destinations that would provide the best new cycle route connections	Feasibility Study	Development of design
Linking green spaces	Improvements to quietways providing safer and more pleasant routes off of more major corridors	Funding reallocated due to programme constraints and reflected in following years funding	Study to develop links for sustainable modes between green spaces.

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Routes linking town centres	Improved cycle links between major destinations	Funding reallocated due to programme constraints and reflected in following years funding	Preliminary design of links for sustainable modes on Lee Road
Waterlink Way Bridge	The Waterlink Way is an established part of the National Cycle Network, connecting several parks and green spaces, however the bridge restricts safety and ease of access along this route	Funding not provided in 2022/23 due to programme constraints however is included for 2023/24	Review detailed design and tender documents and identify additional funding contributions
<b>Bus priority schemes</b>			
R336 Hail and Ride conversion	Improved bus network in Lewisham	Delayed as a result in delay to TfL public consultation	Detailed design to convert hail stops to permanent bus stops on route 336
R273 Hail and Ride conversion	Improved bus network in Lewisham	Delayed as a result in delay to TfL public consultation	Detailed design to convert hail stops to permanent stops on route 273
Brockley Road bus shelter	New bus shelter to be installed	New bus shelter installed	N/A
<b>Other LIP schemes</b>			
Borough-wide monitoring	Obtain data for the borough that will provide an improved understanding of traffic flows and environmental effects and assess built schemes within the borough. This will provide confidence in schemes and complement behaviour change.	Monitoring of Lee Green LTN	Measures to obtain speed data as well as baseline data for School Streets that have been/are to be installed including Bonus Pastor/Downderry, Fairlawn, and Torridon

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Road safety education	Education is key to the promotion and realisation of road safety. Our primary focus has been on providing road safety education in schools.	Funding reallocated due to programme constraints	Continue to support Vision Zero in Lewisham to reduce casualties on a data-led approach.
Mobility hubs	Introduction of a mobility hub to bring together shared transport with public transport and active travel in a space designed to improve public realm for all.	Feasibility study carried out	Develop top priority mobility hub in the borough
Sustainable Integrated Mobility Strategy	London is challenged with a rapidly growing population which requires an integrated approach to mobility that supports sustainable growth.	Started in 2023/24	Combine, update and integrate a number of strategies to provide a current single integrated strategy
Sydenham Park Footbridge	Improvements to pedestrian and cycle bridge	Bridge deck replaced and steps refurbished; completion of feasibility study into improved pedestrian and cycle accessibility	Progress preliminary design for hybrid stepped ramp option
<b>Other (not LIP) sustainable transport schemes</b>			
Sustainable Streets	The Sustainable Streets programme aims to improve streets for residents and reduce car dependency whilst providing sustainable transport solutions. A more pleasant environment for everyone will be created with the introduction of more street trees and better sight lines.	Phase 1 consultations in the Catford/Crofton Park and Deptford areas was undertaken between January-March	Report due to be presented to Mayor and Cabinet in July about recommendations for implementation. If approved, implementation will take place after the summer. Phase 2 consultations due to commence

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Dockless bikes	Improving the provision of dockless e-bikes across the borough and the management of parking. Currently Lime bikes have appeared in parts of the borough and complaints have been received about obstructive parking.	Borough-wide mapping has been commissioned for marked bays on the carriageway and on the footway where there is sufficient space. An MoU is being developed with Lime, Tier and Human Forest	Dockless bike trial will be launched Marked bays will be introduced in phases, starting with wards in the north of the borough. TMOs will be made for marked bays to be introduced on the footway and carriageway.
Electric vehicle charging strategy and implementation of charging points	Research and development of an EV strategy including review of that carried out in Oxford to date for determination with regard to types of chargers provided (i.e. cable channels, lamp column etc.) and arrangements with suppliers. Increased availability of EV charging points.	40 EV chargers have been installed around the borough. EV Implementation Strategy 2023-2026 under development.	Additional EV chargers to be installed around the borough.
Staff Travel Plan	Staff Travel Plan to encourage active travel for commutes and work-related trips.	Staff Travel Plan launched. Officers in Transport, Regeneration, Waste Management and Facilities Management preparing plans for loss of Laurence House car park.	TfL to launch public consultation for Catford A205 realignment. If approved, works are expected to start from 2025 which will result in the loss of the car park at Laurence House. Zipcar trial to be launched in April, available for staff for work-related trips to discourage private car use.
Car Sharing	Working collaboratively with car share providers to increase roll out across the borough	Installation of several car club bays all provided by Zipcar.	More car club bays will be implemented through our Sustainable Streets programme and EV strategy. We are also starting a car club trial in the Laurence House car park for use by employees during the working



			day and for residents out of these hours.
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A21 Lewisham Spine	New cycleway for A21 Lewisham Spine (Deptford to Downham). A21 improvements in Catford due to the Catford Regeneration scheme and realignment of the A205 will provide significant improvements for cycling and provide a strengthened case for further investment in the A21 over the next few years.	Continue to work collaboratively with TfL including on outcome of draft Outcome Definition Report (ODR) for Lewisham Spine (Deptford to Downham). ODR was part funded by LBL.	Next steps to be developed.