



Sustainable Development Select Committee

Integrated Active Travel Strategy

Date: 8 November 2023

Key decision: No

Class: Part 1

Ward(s) affected: All

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Outline and recommendations

The Sustainable Development Select Committee is asked to:

- Note the proposed programme for 2024/25 to Transport for London (TfL) for Local Implementation Plan (LIP) funding, including Cycle Network Development (CND), walking projects, cycle provision and School Streets;
- Note the development of an Integrated Active Travel Strategy; and
- Comment on the contents of this report.

1. Summary

- 1.1. The Council has a number of policies and strategies to work towards, including local, regional and national policies, that all have objectives to encourage active travel, improve air quality and reduce car dependency.
- 1.2. There are a number of projects that Strategic Transport and Highways team progressing to improve access and modal shift to walking and cycling, improve road safety and reduce the number of car journeys in the borough.
- 1.3. The service is reviewing the number of active projects and programmes to ensure that progress and delivery takes place where there is greatest need for intervention. Pace of delivery is dependent on available financial and human resources.
- 1.4. This includes a focussed submission of programmes for LIP funding for 2024/25 and the development of the Integrated Active Travel Strategy to consolidate ongoing programme planning and long-term delivery.

2. Recommendations

- 2.1. The Sustainable Development Select Committee is asked to:
 - Note the proposed programme for 2024/25 to TfL for LIP funding, including CND, walking projects, cycle provision and School Streets;
 - Note the development of an Integrated Active Travel Strategy; 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 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.

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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 majority of projects and programmes delivered by Strategic Transport and Highways to improve active travel are funded by LIP funding from TfL.
- 4.3. The Council’s allocation of LIP funding is significantly decreased from expected figures projected in 2018 as 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. This has continued to have an impact on both the number and scale of schemes that the Council can deliver.
- 4.4. 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 through the Cycle Network Development (CND) programme.
- 4.5. Whilst this is a welcome allocation for the Council to support delivery, the service must limit the scope of its work in order to prioritise projects that can be delivered within the budget available.
- 4.6. The funding allocation by TfL for 2024/25 is expected to drop substantially. The expected allocation, excluding any funds secured through the CND and Bus Priority Programme (BPP) which are based on bids, is £1,178k. The reduced funding is outside the Council’s control, as it is allocated using a formula that was agreed with London Councils and the London Technical Advisory Group (LoTAG) in 2010.
- 4.7. This 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.
- 4.8. A project and programme mapping exercise was undertaken 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,

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recruitment has taken place to increase resource capacity and expertise. Since April, there has been a net recruitment of seven staff members, providing capacity across project management, business support, engineering, and transport planning.

- 4.9. Utilisation and resourcing requirements continue to significantly exceed capacity. However, the existing budgets constrain any further recruitment at this time.
- 4.10. Officers are reviewing current funding allocations against projects in an effort to consolidate and reduce the number of separate projects and introduce resource efficiencies. This will enable the service to prioritise programmes for delivery that meet the greatest needs of residents, businesses and visitors in Lewisham.

5. LIP submission 2024/25

- 5.1. Below is an initial list of projects and stages that are being considered for the submission of LIP funding for 2024/25. It should be highlighted that this list is expected to be reduced following the cost estimation of each project due to the limited amount of available funding.

Table 1: Initial list of projects and stages considered for the submission of LIP funding for 2024/25

LIP Programme	Project Name	Project stage(s) & brief project overview
Corridors, neighbourhoods and supporting measures	Deptford High Street	Preliminary and detailed design of public realm improvements and pedestrianisation of Deptford High Street, a heavily used street with shops, between the junctions of Edward Street and the A2 Deptford Broadway.
	Healthy Neighbourhoods development	Project initiation and feasibility, including stakeholder and public engagement, of a new Healthy Neighbourhood area. A number of potential areas have been identified as the highest priorities from the Lewisham Healthy Neighbourhoods strategy and are subject to approval for progression.
	Hither Green Lane and Courthill Road	Construction of a road danger reduction project along Hither Green Lane and Courthill Road (between Torridon Road and Lewisham High Street) identified through the borough-wide collision data review as one of the locations that

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		experienced the highest collision levels in Lewisham.
	Lee Terrace	Construction of a road danger reduction project along Lee Terrace (between A20 Lee High Road and Lee Road) identified through the borough-wide collision data review as one of the locations that experienced the highest collision levels in Lewisham.
	Trundleys Road / Bestwood Street junction	Detailed design and construction of a road danger reduction project at the junction of Trundleys Road with Bestwood Street identified through the borough-wide collision data review as one of the locations that experienced the highest collision levels in Lewisham.
	Brockley Cross / Endwell Road junction	Feasibility and preliminary design of a road danger reduction project at the junction of Brockley Cross with Endwell Road identified through the borough-wide collision data review as one of the locations that experienced the highest collision levels in Lewisham.
	Baring Road	Preliminary and detailed design of a road danger reduction project along Baring Road (between Chinbrook Road and A205 Westhorne Avenue) identified through the borough-wide collision data review as one of the locations that experienced the highest collision levels in Lewisham.

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	Behaviour change programme	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.
	Residential streets road danger reduction	Feasibility, preliminary design, detailed design, and construction of small-scale road danger reduction projects on residential streets identified through the newly adopted road danger reduction assessment and prioritisation methodology.
	St Stephen's School Street	Feasibility, preliminary, and detailed Design of a School Street project at St Stephen's Church of England Primary School in Deptford.
	St Matthew School Street	Feasibility, preliminary, and detailed Design of a School Street project at St Matthew Academy in Blackheath.
	Eliot Bank School Street	Construction of a School Street project at Eliot Bank Primary School in Forest Hill.
	Twin Oaks School Street	Detailed design and construction of a School Street project at Twin Oaks Primary School in Evelyn.
	HGV restriction	Feasibility, preliminary design, detailed design, and construction of a Heavy Goods Vehicle (HGV) restriction project, which may include weight, height, or width restrictions, based on the priority locations identified in Lewisham's borough-wide Environmental Weight Restrictions strategy.
Cycle Network Development	Deptford Church Street	Construction of a segregated cycle track along Deptford Church Street between the A2 Deptford Broadway/Deptford Bridge and the A200 Creek Road.

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C18 - Waterlink Way Bridge	Detailed design and construction for the replacement of the Waterlink Way timber footbridge in Catford.
Cycle Contraflows	Detailed design and construction of cycle contraflow projects at the following locations: <ul style="list-style-type: none"> • Albury Street • Clifton Rise • Doggett Road • Lewisham Park North • Lewisham Park South • Marnock Road • Pearsons Avenue • Stanley Street • Vanguard Street • Wellmeadow Road (North of A205) • Millbank Way • Leyland Road – Between the junctions of Dorville Road and Osberton Road • Leyland Road – Between the junctions of Dorville Road and Underwood Road • Leahurst Road – Between the junctions of Ennersdale Road and Dermody Road • Pascoe Road – Between the junctions of Ennersdale Road and Dermody Road • Holly Hedge Terrace • Aspinall Road • Amersham Vale
Gosterwood Street quietway	Detailed design and construction of a cycle route through a quiet mixed traffic street along Gosterwood Street between A200 Evelyn Street and Childers Street.
Rolt Street quietway	Detailed design and construction of a cycle route through a quiet mixed traffic street along Rolt Street between Childers Street and Trundleys Road.
Pagnell Street crossing	Feasibility of an informal crossing upgrade to parallel zebra crossing at Pagnell Street.
Brookmill Road	Feasibility of a cycle route along Brookmill Road between the A2 Deptford

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		Broadway/Deptford Bridge and the A20.
	C18 - Southend Lane crossing	Feasibility, preliminary, and detailed design of an informal crossing upgrade to parallel zebra crossing at Southend Lane, between Waterlink Way and Farnbridge Close.
	C18 - Elverson Road to Catford	Preliminary design of cycle route connecting Elverson Road DLR station with Catford train station.
	C18 - Molesworth Street	Preliminary design of cycle route along Molesworth Street between Elmira Street and A21 Lewisham High Street.
	New Cross Gate to Crofton Park	Preliminary design of cycle route connecting New Cross Gate train station with Crofton Park train station.
Bus Priority	Stondon Park / Honor Oak Park	Preliminary and detailed design of junction and signal improvements at Stondon Park / Honor Oak Park.

6. Walking

- 6.1. There are a number of projects which have been identified to improve walking in the borough. The Council is seeking funding for these through the 2024/25 TfL LIP submission as well as a number of other different funding sources including Section 106 contributions and Lewisham Climate Action Investment.
- 6.2. One of the key priorities for further progression in 24/25 will be Deptford High Street. Earlier this year, there was a public consultation and engagement activities (including a Car Free Day event) to understand how local residents and businesses thought the Council could make Deptford High Street:
- A place where local businesses and market traders continue to thrive
 - A more welcoming space for pedestrians
 - A cleaner, greener and more sustainable place
 - A safer and more accessible street
- 6.3. This early engagement has concluded with feedback collected from 761 individuals to the consultation survey, 253 people on market pop-up days, site visits and design workshops, and 392 conversations with stakeholders. 78% of respondents to the survey said that they would like to see an increase in the number of days that the High Street is pedestrianised.
- 6.4. The next steps for the project are to analyse the responses to understand how the high street is being used currently and how local residents, businesses, traders and visitors want to see the high street improved.

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- 6.5. Based on the feedback received, officers will develop proposals for potential improvements to Deptford High Street. Officers are now going through a procurement process for the next project stages including feasibility and preliminary design. The local community will be fully consulted on any future proposals.
- 6.6. For all walking and cycling and public realm projects, pedestrianisation will be considered. In addition, all road safety projects will consider walking improvements, such as new or upgraded crossing points and footway parking relocation.
- 6.7. It must be noted the other projects which are not delivered by Strategic Transport and Highways, such as the A205 South Circular realignment at Catford delivered by TfL and the Lewisham Town Centre improvements delivered as part of the Lewisham Levelling Up Fund programme, will create further pedestrianised spaces.

7. Cycle Network Development

- 7.1. The Council secured a funding allocation of £120k in September 2023 for FY 2023/24 to deliver the following:

Table 2: 2023/24 CND funded projects and stages

Project Name	Project Stage(s)
C10 Creekside to Elverson Road (wayfinding installation)	Construction
C10 Folkestone Gardens to New Cross (wayfinding installation)	Construction
C18 Elverson Road to Catford	Design
Brockley Road crossing (near Beecroft Road)	Design
C18 Molesworth Street	Design
New Cross Gate to Crofton Park	Design

- 7.2. Officers are currently going through a procurement process for the design stages of the above projects.
- 7.3. The wayfinding designs have been received by TfL and are going through a technical review, whilst the term contractor has been asked to provide a quotation for the installation works.
- 7.4. Officers are working closely and collaboratively with the CND sponsor to explore further funding opportunities and targeted investments.

8. Active Travel Fund

- 8.1. The Active Travel Fund is a dedicated pool of financial resources, which the

Council is exploring, aimed at supporting projects and initiatives that encourage and promote active modes of transportation.

- 8.2. Active travel encompasses various non-motorized means of transport, primarily walking and cycling, but can also include other human-powered options like scooters and skateboards.
- 8.3. The core principle behind this fund is to reduce reliance on carbon-intensive vehicles, alleviate traffic congestion, enhance public health, and contribute to more vibrant, accessible, and sustainable urban environments.
- 8.4. The fund will consist of a combination of TfL LIP funding, Section 106 contributions, Lewisham's Climate Action Investment, and other external grant funding secured through bids.
- 8.5. The fund will represent a concerted effort to finance projects in cases where the allocated funding from TfL LIP is not sufficient.

9. Cycle parking

Dockless bikes

- 9.1. The Council recently launched its [partnership with Lime](#) to expand and improve the operation of cycle hire across the borough. As part of the partnership, the Council will be implementing marked designated parking bays for e-bikes. This new model of parking (as opposed to the previous 'floating' parking model) is intended to reduce issues caused by inconsiderate parking and obstructions to pedestrians (including wheelchair users, people with visual impairments and people with buggies).
- 9.2. The marked bays will be geo-fenced by Lime so that riders cannot end their ride outside of designated parking bay.
- 9.3. Implementation of bays will be conducted in phases to efficiently manage any emerging snags and ensure that future phases address those issues ahead of implementation. Phases will be taken as below:
 - Phase 1: Evelyn, Deptford, New Cross Gate, Telegraph Hill, Brockley
 - Phase 2: Blackheath, Lewisham Central, Ladywell, Crofton Park, Forest Hill
 - Phase 3: Rushey Green, Hither Green, Lee Green, Grove Park
 - Phase 4: Sydenham, Downham, Perry Vale, Catford South and Bellingham
- 9.4. It is intended that the four phases are completed within a nine month period from the start of the partnership (dated September 2023). Following the completion of Phase 4, approximately 300 marked bays will be in place across the borough, both on the footway (where there is adequate space) and on the carriageway.
- 9.5. The partnership with Lime is in place for one year and will be regularly reviewed to ensure that there is good performance against an established set of KPIs including:
 - Bicycle parking and removal
 - Bicycle deployment and redistribution

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- Bicycle servicing and maintenance
 - Customer service, engagement and education; and
 - Bicycle safety
- 9.6. Officers remain in contact with other cycle hire operators in London, TIER and HumanForest, whose expansions across London have been smaller due to a reduced fleet size.
- 9.7. Officers also attend and participate in regular micro-mobility meetings with London Councils and TfL, and remain interested in the e-scooter trial and discussions about the future of micro-mobility in the city.

Cycle hangar programme

- 9.8. The Council has an ambitious target of introducing 75 new cycle hangars per year between 2022-2026. There is a long request list for cycle hangars and new locations are identified based on demand.
- 9.9. Officers acknowledge that there is a disparity in the number of existing cycle hangars between wards. While this often corresponds to demand, it is important that installation of new hangars occurs right across the borough.
- 9.10. Further rollout of cycle hangars is planned for 2023/24, which will be subject to statutory consultation. This will see the installation of approximately 27 new cycle hangars and proposed locations include a number of wards with low coverage of cycle hangars, including in Catford South, Rushey Green, Perry Vale, Blackheath, Bellingham, Sydenham, Ladywell, Hither Green and Downham. This will bring the expected total number of cycle hangars installed in 2023/24 to 88, which is above the annual target.
- 9.11. The locations for 2024/25 will be decided following the installation of the upcoming cycle hangars which is expected to take place in early 2024.
- 9.12. Cycle hangars are also being proposed as part of the Sustainable Streets programme which intends to deliver a package of measures for residents to improve access and modal shift to sustainable transport. 40 new cycle hangars will be introduced across the new Sustainable Streets zones in Honor Oak Park, Ravensbourne Park and Deptford.

10. School Streets

- 10.1. School Streets were implemented as part of the TfL Streetspace programme during the pandemic to support those wanting to walk, cycle or scoot to school, and to help to create a calmer, safer and cleaner environment near to the school gates.
- 10.2. The School Street restrictions are mainly enforced by Automatic Number Plate Recognition (ANPR) cameras, which allows access for vehicles with an exemption. School Street restrict the volume of vehicles permitted from entering the zone during the peak pupil travel times during the school term. Exemption Permits are provided to a limited number of people allowing them to access their own properties or those with a Blue Badge that need to access the school. Full details are available on the Lewisham website - <https://lewisham.gov.uk/myservices/parking/schoolstreets/exemptpersons>

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- 10.3. Currently Lewisham has the 3rd highest proportion of schools with a traffic-free School Streets scheme out of all the London boroughs. Lewisham's proportion is 46%, a figure significantly higher than the London average of 20% (source: [London Boroughs Healthy Streets Scorecard](#)).
- 10.4. Two new School Streets at St Mary's Lewisham and St Margaret's Lee are awaiting TfL approvals as they require enforcement from the boundary of the Transport for London Road Network (Red Route). This has been a lengthy process and it is anticipated that all approvals and monitoring will be in place in early 2024. Two existing School Streets are being extended to the boundary with the Red Route and are also awaiting approvals - Holy Cross, Culverley Road and Rushey Green, Penderley Road.
- 10.5. The next batch of School Streets are at various stages of design and subject to funding. These include:
 - Torridon School – designed and funded and due to be implemented in early 2024.
 - Donderry, Bonus Pastor and New Woodlands School Street Zone has been designed and waiting for funding to be sourced to enable implementation.
- 10.6. The full list of implemented and planned School Streets is provided in Appendix A – List of School Streets.
- 10.7. Four schools have shown interest in a School Street – St Matthew's Academy, Prendergast Vale, St Stephens and St James. However funding is not currently allocated and will need to be identified to allow their implementation in 2024/2025 and beyond.

11. Integrated Active Travel Strategy

- 11.1. The Council is looking to develop a strategy for active travel that integrates 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.
- 11.2. The aim for this strategy is to provide a clear direction for the delivery of active travel improvements throughout the borough over the next 7–10 years.
- 11.3. The existing strategies, policies, and guidance that will be considered include but are not limited to:
 - The second cycling and walking investment strategy (CWIS2)
 - Gear change: a bold vision for cycling and walking
 - Mayor of London's Transport Strategy (2018)
 - Mayor of London's Cycling action plan 2
 - Mayor of London's Walking action plan
 - Mayor of London's Vision Zero action plan
 - London Borough of Lewisham's Corporate Strategy (2022-2026)
 - Lewisham Climate Emergency Strategic Action Plan (2020 – 2030)
 - London Borough of Lewisham's Transport Strategy and Local Implementation

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Plan (2019-2041)

- 11.4. The strategy will consider the borough's existing infrastructure, projects and programmes already in progress, future plans, major developments, and predicted needs. The current and future programmes considered, include but are not limited to:
- Segregated cycle routes
 - Safe walking routes
 - Healthy Neighbourhoods
 - Sustainable Streets
 - Cycle parking
 - Dockless bikes
- 11.5. The strategy will also be shaped by strategies and projects for neighbouring boroughs to ensure Lewisham's strategy links and benefits from any neighbouring plans and interventions.
- 11.6. Prioritisation for programmes will be evidence-led, using data including but not limited to (in no particular order):
- Traffic volumes
 - Vehicle speeds
 - Vulnerable user collisions
 - Public Transport Accessibility Level
 - Proximity to and links with strategic cycle network
 - Proximity to town centres and links between them
 - Proximity to schools and number of pupils
 - Proximity to and links with other key destinations including, but not limited to, public transport hubs, hospitals, GP surgeries, community centres, leisure centres, parks, playing fields, sports facilities, supermarkets, retail centres, business parks, and large developments.
 - Existing informal / unsigned routes
 - Population density
 - Health and deprivation
 - Car ownership
 - Air quality
- 11.7. Officers are in the development stages of the new strategy and will be engaging with key local stakeholders, including community groups with active travel interests and disability groups to ensure accessibility and equalities is a central consideration throughout the strategy.
- 11.8. Once the strategy has been developed, it will be taken to Mayor and Cabinet for decision.

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12. Financial implications

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

13. Legal implications

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

14. Equalities implications

- 14.1. Equalities Impact Assessments (EIAs) will be conducted as part of the development of projects referred to in this report.

15. Climate change and environmental implications

- 15.1. 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.

16. Crime and disorder implications

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

17. Health and wellbeing implications

- 17.1. 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.
- 17.2. 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.

18. Background papers

- 18.1. [Lewisham Borough 2023/24 LIP funding allocation letter](#)

19. Glossary

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Term	Definition
ANPR	Automatic Number Plate Recognition (ANPR) is a technology that uses cameras and computer software to automatically read and recognize the license plates on vehicles.
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.
FY	Financial Year (FY) is the year covered by a set of annual financial statements.
GP	General Practice (GP) refers to a medical service where patients can go to see a doctor or healthcare provider for a wide range of general health issues. GPs are typically the first point of contact for most health concerns.
HGV	A Heavy Goods Vehicle (HGV) is a big truck or lorry that is designed to transport large and heavy loads.
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.
TfL	Transport for London (TfL) is a local government body responsible for most of the transport network in London.

20. Report author(s) and contact

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21. Appendices

21.1. Appendix A – List of School Streets

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Appendix A – List of School Streets

Ref. ID	School/ School Street(s)	Status
SS1	Kelvin Grove, Kelvin Grove	Implemented & Live
SS2	Tidemill, Tidemill way	Implemented & Live
SS4	Prendergast Ladywell, Ewhurst Road	Implemented & Live
SS5	All Saints, Blackheath Vale	Implemented & Live
SS6	Adamsrill, Adamsrill Road	Implemented & Live
SS7	Deptford Green, Angus St	Implemented & Live
SS8	Holbeach, Doggett Road	Implemented & Live
SS9	Gordonbrock, Amyruth Road & Gordonbrock Road	Implemented & Live
SS10	Eliot Bank, Thorpewood Avenue	Implemented & Live
SS11	Coopers Lane, Pragnell Road	Implemented & Live
SS13	Holy Cross, Culverley Road	Implemented & Live, Awaiting TfL approval for extension
SS13	Rushey Green, Penerley Road	Implemented & Live, Awaiting TfL approval for extension

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SS14	Brindishe Green, Beacon Road, Ardmere Road	Implemented & Live
SS15	Ashmead, Ashmead Road	Implemented & Live
SS16	Athelney School, Athelney Street	Implemented & Live
SS19	Myatt Garden, Upper Brockley Road /Rokeby Road j/w Ashby Road	Implemented & Live
SS17 & SS18	Kilmorie Road, Kilmorie Road	Implemented & Live
SS21	St John Baptist, Beachborough Way	Implemented & Live
SS22	St William of York, Brockley Park	Implemented & Live
SS23	Rathfern, Rathfern Road	Implemented & Live
SS24	Lucas Vale, St Nicholas Street	Implemented & Live
SS25	Haseltine, Bell Green Lane	Implemented & Live
SS26	Conisborough College, Thornsbeach Road	Implemented & Live
SS27	Elfrida, Elfrida Crescent	Implemented & Live
SS28	St Mary's Lewisham	Awaiting TfL approval
SS3 &	John Ball, Baizdon Road & Hurren	Implemented &

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SS29	Close	Live
SS30	Childeric	Implemented & Live
SS31	Marvels Lane, Riddons Road	Implemented & Live
SS32	Kender, Faulkner Street	Implemented & Live
SS33	Dalmain, Grove Close	Implemented & Live
SS34	Beecroft, Howson Road	Implemented & Live
SS35	Stillness Infants, Brockley Rise	Implemented & Live
SS35	Stillness Juniors, Brockley Rise	Implemented & Live
SS36	Forster Park, Boundfield Road	Implemented & Live
SS37	St Margerets Lee	Awaiting TfL approval
SS38	Haberdashers' Hatcham College, Pepys Road	Implemented & Live
SS38	Hatcham Temple Grove - Pendrell Road	Implemented & Live
SS39	Rangefield	Implemented & Live
SS40	Knights Temple Grove, Ballamore Road	Implemented & Live
SS41	Grinling Gibbons	Implemented & Live

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SS42	St Bartholomews, The Peak	Implemented & Live
SS43	Trinity Lower School	Implemented & Live
SS44	St Winifred's	Implemented & Live
SS45	Brindishe Manor	Implemented & Live
SS46	Brindishe Lee	Implemented & Live
SS46	Trinity Secondary Phase	Implemented & Live
SS47	St Saviours	Implemented & Live
SS48	Downderry	Design phase, awaiting funding
SS48	Bonas Pastor	Design phase, awaiting funding
SS48	New Woodlands	Design phase, awaiting funding
SS49	Torridon	Due to be implemented in early 2024
SS50	Twin Oaks	Deptford Implemented & Liveable Neighbourhood
SS51	St Augustine's	Design phase, awaiting funding and approval to implement

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