



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

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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.

19. Report author(s) and contact

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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>	<p>Off target</p>	<p>The percentage of households in Lewisham with no car is 48%.</p>	<p>Healthy Streets Scorecard Results 2023</p>
<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>	<p>On target</p>	<p>The most recent data is from 2021 which indicates that CO₂ 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.</p>	<p>London Energy and Greenhouse Gas Inventory (LEGGI) - London Datastore (2021)</p>
<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>	<p>On target</p>	<p>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.</p>	<p>London Borough of Lewisham Air Quality Annual Status Report for 2022</p>
<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>	<p>On target</p>	<p>In 2022, all three monitoring sites measured annual mean PM₁₀ concentrations well below the AQO of 40 µg/m³, supporting the overall downward trend since 2015.</p>	<p>London Borough of Lewisham Air Quality Annual Status Report for 2022</p>

<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)</p> <p>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>