



## Mayor and Cabinet

### **Report title: 2024/25 Strategic Transport and Highways Capital Programme**

**Date:** 10 July 2024

**Key decision:** Yes.

**Class:** Part 1

**Ward(s) affected:** All wards

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### **Outline and recommendations**

The purpose of this report is to summarise the capital programme that will be delivered by Strategic Transport and Highways in 2024/25, including the projects and projects stages that this will consist of.

It is recommended that the Mayor and Cabinet:

- Provide officers with authority to deliver the projects, project stages, and maintenance operations which form the 2024/25 capital programme as detailed within this report.
- Provide officers with authority to carry out public engagement and consultation for those projects and project stages where that is required.
- Provide officers with authority to advertise any draft Traffic Management Orders (TMO) and carry out a statutory consultation for those projects where that is required.
- Provide officers with authority to make any TMO based on the advertised draft TMO following the outcome of the respective statutory consultation, where no objections are made.
- Delegate authority to the Director of Public Realm to make decisions on whether to make any TMO based on the advertised draft TMO following the outcome of the respective statutory consultation, where objections are made.

## **Timeline of engagement and decision-making**

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

12 February 2020: Mayor and Cabinet – State of the Highways Infrastructure and Update on Asset Management Strategy

2 November 2022: Mayor and Cabinet – Launch of Lewisham Climate Action Bond

07 February 2024: Mayor and Cabinet – 2024/25 Budget Report

### **1. Summary**

- 1.1. This report provides details of the capital programme that will be delivered by Strategic Transport and Highways in 2024/25.
- 1.2. This includes the projects and projects stages that the capital programme will consist of.
- 1.3. The programme will be delivered through various funding sources, including but not limited to the:
  - Transport for London (TfL) 2024/25 Local Implementation Plan (LIP)
  - Highways and Bridges 2024/25 Capital Programme
  - Lewisham Climate Action Investment
  - Section 106 contributions

### **2. Recommendations**

- 2.1. It is recommended that the Mayor and Cabinet:
  - Provide officers with authority to deliver the projects and project stages which form the 2024/25 capital programme as detailed within this report.
  - Provide officers with authority to carry out public engagement and consultation for those projects and project stages where that is required.
  - Provide officers with authority to advertise any draft Traffic Management Orders (TMO) and carry out a statutory consultation for those projects where that is required.
  - Provide officers with authority to make any TMO based on the advertised draft TMO following the outcome of the respective statutory consultation, where no objections are made.
  - Delegate authority to the Director of Public Realm to make decisions on whether or not to make any TMO based on the advertised draft TMO following the outcome of the respective statutory consultation, where objections are made.

### **3. Policy Context**

- 3.1. The contents and recommendations of this report are consistent with the Council's policy framework, as well as wider regional and national policies and

- priorities, as outlined below.
- 3.2. Corporate Strategy (2022-2026) – This sets out what the Council plans to deliver for residents between 2022-2026. The recommendations of this report will help to support the implementation of the Corporate Strategy, namely making Lewisham ‘cleaner and greener, where the Council has committed to enable more active travel and aim to reduce reliance on cars.
  - 3.3. Future Lewisham (2021) – This outlines the Council’s ambitions for the future and priorities following the learnings from the Covid pandemic. One of the core themes of the plan is to create a ‘greener future’, building on the observed increase in walking and cycling seen locally, and all the other ways our environment benefitted from behaviour changes during the pandemic. The other core theme is ‘a healthy and well future’ and recognises that good health and wellbeing is dependent on many determinants including physical activity and air quality.
  - 3.4. Climate Emergency Action Plan (2020) – This sets out the Council’s ambition for Lewisham to be a carbon net-zero borough by 2030. More than 25% of the borough’s carbon emissions come from transport, including vehicles travelling in or through the borough. Within the action plan, one of the key policies is to move to a decarbonised transport network through encouraging modal shift and managing parking.
  - 3.5. 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 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.
  - 3.14. Highways Asset Management Strategy – This sets out how the Council will maintain highway assets, making best use of the available financial resources, to ensure that they are fit for purpose and able to fulfil their functions in an efficient and sustainable manner.

#### **4. Background**

- 4.1. The majority of projects and programmes delivered by Strategic Transport and Highways are funded by the TfL LIP allocation, Highways and Bridges 2024/25 Capital Programme, Lewisham Climate Action Investment, and Section 106 contributions.
- 4.2. The TfL LIP funding is primarily allocated through the Corridors,

neighbourhoods and supporting measures, Cycleways Network Development (CND), Bus Priority Programme (BPP), Cycle parking, and Cycle training programmes.

- 4.3. On 26 January 2024 London boroughs were notified of their funding allocation to cover the period between 1<sup>st</sup> April 2024 and 31<sup>st</sup> March 2025.
- 4.4. An initial allocation of £2,315,000 was confirmed in the grant letter, with an additional £62,000 being approved in an email dated 8th February 2024, totalling £2,377,000.
- 4.5. The funding allocation letter from TfL highlighted that further funding can be made available later within 2024/25 subject to progress.
- 4.6. 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*

| <b>Borough LIP Programme</b>       | <b>2023/24 Borough Allocation (£k)</b> | <b>2024/25 Borough Allocation (£k)</b> | <b>Difference (£k)</b> | <b>Difference (+/- %)</b> |
|------------------------------------|--|--|------------------------|---------------------------|
| 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%                      |
| Cycle Parking                      | 106                                    | 77                                     | -29                    | -27%                      |
| <b>Total</b>                       | <b>1,969</b>                           | <b>2,377</b>                           | <b>408</b>             | <b>21%</b>                |

- 4.7. The rationale for the LIP Programme 2024-25 is guided by the Council's third Transport Strategy and Local Implementation Plan 2019-41. This is a long-term transport strategy that was submitted to TfL in April 2019 in response to the 2018 Mayors Transport Strategy (MTS). The final draft LIP (3) was approved by Mayor and Cabinet on 18th March 2019 and by TfL in April 2019.

- 4.8. The Highways and Bridges 2024/25 Capital Programme funds the delivery of works covering carriageway resurfacing and footway improvements. The budget approved by Mayor and Cabinet on 28 February 2024 for 2024/25 is £2,711,000. This includes the amount received through the DfT Highway Maintenance North Capital Funding 2023-2025.
- 4.9. The Lewisham Climate Action investment is a type of Community Municipal Investment – an investment model which allows residents to invest their money in projects that benefit the local community and receive a return on their investment.
- 4.10. It aims to boost investment in projects which help reduce carbon emissions and tackle the Climate Emergency. The money raised are planned to be used to finance projects aimed at increasing the use of sustainable transport.
- 4.11. The Climate Action Investment was closed in August 2023 and raised a total amount of £659,957 by 612 investors.
- 4.12. Section 106 contributions are being identified and provisionally aligned to projects and programmes on an ongoing basis. This is then followed by an application process established by the Council’s Development Contributions Management team, which is reviewed and approved by the Council’s Regeneration and Capital Programme Delivery Board. The amount of approved Section 106 contributions varies on a yearly basis, but it is anticipated that over £2m will be secured in 2024/25.

## 5. Local Implementation Plan (LIP)

- 5.1. Lewisham’s Transport Strategy & Local Implementation Plan (LIP) was formally adopted in March 2019 and provides the basis for the programme of LIP funded projects for each financial year.
- 5.2. The programme aims to achieve a shift towards traffic reduction and promotion of active and sustainable travel.
- 5.3. The objectives of the Transport Strategy & LIP have been developed by LB Lewisham within the framework provided by the MTS, reflecting local policies and priorities as well as other national and regional strategies and policies. These objectives set out Lewisham’s transport priorities during the life of the MTS, to 2041.
- 5.4. The funds secured through the TfL LIP allocation will be used to finance the following capital projects:

*Table 2: List of LIP capital projects and project descriptions*

| <b>LIP funding stream</b>          | <b>Project name</b>                  | <b>Brief project overview</b>   |
|------------------------------------|--------------------------------------|---|
| Safer Corridors and Neighbourhoods | Hither Green Lane and Courthill Road | Road danger reduction project along Hither Green Lane and Courthill Road (between Torridon Road and Lewisham High |

| LIP funding stream | Project name                              | Brief project overview  |
|--------------------|---|---|
|                    |   | Street) identified through the borough-wide collision data review as one of the locations that experienced the highest collision levels in Lewisham.  |
|                    | Lee Terrace                               | 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. |
|                    | Residential streets road danger reduction | 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                | School Street project at St Stephen's Church of England Primary School in Deptford.   |
|                    | St Matthew School Street                  | School Street project at St Matthew Academy in Blackheath.  |
|                    | Twin Oaks School Street                   | School Street project at Twin Oaks Primary School in Evelyn.  |
|                    | HGV restriction                           | 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                       |



| LIP funding stream            | Project name                             | Brief project overview strategy.  |
|-------------------------------|--|---|
| Cycleways Network Development | Deptford Church Street                   | Segregated cycle track along Deptford Church Street between the A2 Deptford Broadway/Deptford Bridge and the A200 Creek Road.                     |
|                               | C18 - Waterlink Way Bridge               | Replacement of the Waterlink Way timber footbridge in Catford.  |
|                               | C18 - Catford to Lower Sydenham          | Cycleway wayfinding signs and markings along section of National Route 21 of the National Cycle Network (NCN) between Catford and Lower Sydenham. |
|                               | Cycle Contraflows                        | Cycle contraflow projects at 8 locations.   |
|                               | Cold Blow Lane walking and cycling route | Cycle route through filtering Cold Blow Lane between Mercury Way and Sanford Walk.  |
| Bus Priority                  | R273 Hail and Ride Conversion            | Conversion of 'hail and ride' stops to fixed bus stops on bus route 273.  |
| Cycle Parking                 | N/A                                      | 8 new cycle hangars to offer secure, convenient, and easily accessible storage spaces for bicycles in residential areas.                          |

5.5. The project stages to be delivered using this funding are as follows:

*Table 3: List of LIP capital projects and project stages*

| LIP funding stream                 | Project name                         | Project stage(s) |
|------------------------------------|--------------------------------------|------------------|
| Safer Corridors and Neighbourhoods | Hither Green Lane and Courthill Road | Construction     |
|                                    | Lee Terrace                          | Construction     |



| <b>LIP funding stream</b>     | <b>Project name</b>                       | <b>Project stage(s)</b>   |
|-------------------------------|---|---|
|                               | Residential streets road danger reduction | Feasibility, Preliminary Design, Detailed Design, and Construction                        |
|                               | St Stephen's School Street                | Project Initiation, Feasibility, Preliminary Design, and Detailed Design and construction |
|                               | St Matthew School Street                  | Project Initiation, Feasibility, Preliminary Design, and Detailed Design and construction |
|                               | Twin Oaks School Street                   | Detailed Design and Construction  |
|                               | HGV restriction                           | Feasibility, Preliminary Design, Detailed Design, and Construction                        |
| Cycleways Network Development | Deptford Church Street                    | Construction  |
|                               | C18 - Waterlink Way Bridge                | Detailed Design   |
|                               | C18 - Catford to Lower Sydenham           | Detailed Design and Construction  |
|                               | Cycle Contraflows                         | Detailed Design and Construction  |
|                               | Cold Blow Lane walking and cycling route  | Project Initiation, Feasibility, Preliminary Design, Detailed Design, and Construction    |
| Bus Priority                  | R273 Hail and Ride Conversion             | Detailed design and Construction  |
| Cycle Parking                 | N/A                                       | Detailed design and Construction  |

- 5.6. Whilst not forming part of the capital programme that is the subject of this report, the revenue projects which will be financed by funds secured through the TfL LIP allocation and will be carried out in 2024/25 are listed for information in Table 4.

Table 4: List of LIP revenue projects, project descriptions, and project stages

| <b>LIP funding stream</b>          | <b>Project name</b>        | <b>Brief project overview</b>   | <b>Project stage(s)</b>                |
|------------------------------------|----------------------------|---|--|
| Safer Corridors and Neighbourhoods | Deptford High Street       | 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.   | Preliminary Design and Detailed Design |
|                                    | Healthy Neighbourhood      | A new Healthy Neighbourhood area identified as the highest priority from the Lewisham Healthy Neighbourhoods strategy, subject to approval for progression.   | Initiation and Feasibility             |
|                                    | Baring Road                | 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. | Preliminary Design and Detailed Design |
|                                    | 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  | N/A                                    |

| LIP funding stream | Project name                    | Brief project overview  | Project stage(s)                       |
|--------------------|---------------------------------|---|--|
|                    |                                 | and children cycle training, cargo bike loan scheme, Dr Bike events, local community cycling events, school travel planning, and Vision Zero education. |  |
| Bus Priority       | Stondon Park / Honor Oak Park   | Junction and signal improvements at Stondon Park / Honor Oak Park.  | Preliminary Design and Detailed Design |
|                    | Sangley Road and Sandhurst Road | Rerouting either the eastbound or westbound direction of bus routes 124, 160, 181, 284, and N171 away from Sangley Road and Sandhurst Road.             | Initiation and Feasibility             |
| Cycle Training     | N/A                             | Adult and children cycle training.  | N/A                                    |

## 6. Carriageway resurfacing and footway improvements

- 6.1. The Council is responsible for managing and maintaining the highway assets falling within its 397km of public road network and 12km of public footways.
- 6.2. Under its management approach, the Council ensures that its highway assets such as bridges, footways, carriageways, and street furniture are safe, fit for purpose and able to fulfil their functions in an efficient and sustainable manner.
- 6.3. The Council can effectively manage its highways asset estate through the exercise of its Highways Asset Management Strategy adopted by the Council in 2019.
- 6.4. The Asset Management Strategy is an effective driver for the choice of projects delivered by the Council with investments provided from various funding sources and delivered through; the Capital and Revenue programme, the Council's Local Implementation Plan, development funded projects, and other funded transport initiatives sourced through sponsors such as Department for Transport (DfT), Greater London Authority (GLA), and TfL.
- 6.5. The Asset Management Strategy requires that the Council make best use of resources and ensure the right interventions are implemented whether these are capital or reactive maintenance. This will help to ensure a safe highway,

- which is a statutory requirement
- 6.6. It is anticipated that such investments in the Council's highway assets will enable the Council to improve and add value to the condition of assets where practical to do so, but most crucially maintain a steady state and control the rate of deterioration of the Council's carriageways and footways.
  - 6.7. The Council's carriageway and footway sections are a key component of Lewisham's highways asset and the 2024/25 borough-wide carriageway resurfacing and footway improvements programme is the primary solution for maintaining a steady state and managing responsibly the rate of asset deterioration.
  - 6.8. In 2022 Gaist Solutions Limited were commissioned to undertake a condition survey of the entire Borough, providing an analysis of the carriageway and footway condition, to produce a prioritisation of the roads that would inform the programme. The highway condition was graded from 1 to 5, with grade 5 being the worst. The grading indicates the key thresholds for deterioration to inform the priority locations and a suitable maintenance approach.
  - 6.9. The result has determined a provisional 2024/25 carriageway resurfacing and footway improvements programme (Appendices A and B). The provisional programmes will be subject to regular reviews to ensure optimisation is achieved in the programmes that drive through best value decisions right up to the point prior to implementation. The provisional programmes will be finalised in scale once a better understanding of the resource plan requirements and final budgets is determined.
  - 6.10. Carriageway resurfacing works will focus on roads classified with the Condition Index of "Amber" (lengths of road which, without a planned early intervention could result in further severe defects and move the Condition Index to "Red"). The Council dynamically carry out ongoing responsive carriageway maintenance works that remedies localised hazards and defects caused through accidents and the impromptu deterioration of highways asset from wear, age, excavations, and failures.
  - 6.11. The footway resurfacing programme aims to bring improvements to roads where the Condition Index classifies as "Red" and footways where through inspections, recommendations for improvements are made.
  - 6.12. A regular review of the carriageway and footway conditions are undertaken throughout the financial year and a prioritisation assessment which takes account of industry standard pavement management surveying techniques, routes to key destinations in the borough such as high streets, schools, bus routes, and cycle lanes, and a value engineering evaluation which informs on best value for money practices i.e. how to optimise outcomes in view of budget constraints, is undertaken.
  - 6.13. Locations on the footway improvements and carriageway resurfacing provisional programmes that are not possible to be delivered in 2024/25, due to unforeseen circumstances including resource constraints, will be included on a reserve list and prioritised for delivery in 2025/26.

- 6.14. The Council’s term contractors for carriageway resurfacing and footway improvement works – FM Conway Limited – will be instructed to deliver the agreed programme. Before any works commence, engagement will take place with local ward members and residents affected to inform them of the relevant location and dates.
- 6.15. In April 2024 Metis Consultants Limited were commissioned to build upon the 2022 work and develop risk-based prioritised works programmes for carriageway resurfacing and footway improvements for the next 2 to 3 years. The priority list will have a defined ruleset reflecting asset condition, usage, network hierarchy, maintenance history, third party claims, public requests, and highway inspector recommendations. The process will also refine the programme to identify efficiencies through timing and combining schemes in order to reduce costs and disruption to residents.

## 7. Climate Action Investment

- 7.1. Lewisham Council declared a climate emergency in 2019 and the Climate Emergency Action Plan was agreed by Mayor and Cabinet on 11 March 2020 that sets out the Council’s commitment to be carbon neutral by 2030.
- 7.2. Since then, Lewisham Council has also signed up to the UK100 “Net Zero Local Leadership Pledge”, alongside over 40 other local leaders, to reach zero carbon before national government.
- 7.3. The Council then launched a Climate Action Bond which raised funds to invest in projects around the Borough that will improve residents’ quality of life and help the Borough reach carbon net zero by 2030.
- 7.4. The capital projects that will be funded through the Climate Action Investment aim to increase the use of sustainable transport and therefore help reduce carbon emissions and tackle the Climate Emergency. They will include:
- Secure cycle storage on residential streets to encourage more people to travel by bike.
  - Upgrade of 21 crossing points along routes to primary schools across the borough to encourage walking and cycling as part of the Safer Routes to School programme.
  - A School Street zone at Bonus Pastor School (2 sites), Donderry School, and New Woodlands School to encourage travel to school by sustainable modes.
- 7.5. The project stages to be delivered using this funding are as follows:

*Table 5: List of Climate Action Investment projects and project stages*

| <b>Project name</b>    | <b>Project stage(s)</b>   |
|------------------------|---|
| Cycle Parking          | Design (including site assessments, design drawings, and road safety audits) and Construction |
| Safer Routes to School | Preliminary Design, Detailed Design, and Construction   |

| <b>Project name</b> | <b>Project stage(s)</b> |
|---------------------|-------------------------|
| School Street zone  | Construction            |

## Cycle Parking

- 7.6. The cycle parking programme involves the installation of secure, convenient, and easily accessible storage spaces for bicycles in residential areas. Instead of storing bikes indoors or leaving them exposed to the elements outside, people who cycle can rent space in cycle hangars to keep their bikes safe and protected.
- 7.7. Cycle hangars offer secure, sheltered cycle parking on residential streets, replacing a single car parking space with up to six cycle parking spaces per hangar. This helps reduce car dependency, enables the shift to sustainable and active modes of transport, and makes more efficient use of limited kerbside space.
- 7.8. 10 cycle hangars are proposed to be delivered in 2024/25 through Climate Action Investment across the Borough.
- 7.9. New cycle hangars are being proposed at locations where there is highest demand. There is a long request list for cycle hangars and new locations are being continuously identified based on demand.
- 7.10. The current selection process considers the following factors:
- The number of requests for a bike hangar in a specific location
  - Whether or not the surrounding properties can store bikes on their premises
  - Existing bike hangars and storage with vacancies nearby

## Safer Routes to School

- 7.11. The Safer Routes to School programme proposes the improvement of 21 crossing points along routes to primary schools across the Borough.
- 7.12. The sites included within the programme are:
- Hither Green Lane junction with Beacon Road – Brindishe Green Primary School
  - Brockley Rise – Dalmain Primary School
  - Catford Hill junction with Woolstone Road – Rathfern Primary School
  - Sydenham Road – Our Lady & St Philip Neri Primary School
  - Westwood Hill junction with Amberley Grove – Sydenham High School
  - Honor Oak Road – Fairlawn Primary School
  - Brockley Grove – Gordonbrock Primary School
  - Baring Road junction with Linchmere Road – Baring Primary School
  - Kirkdale junction with Kelvin Grove – Kelvin Grove Primary School
  - Cranston Road junction with Loxton Road – Kilmorie Primary School

- Sandhurst Road – Sandhurst Primary School
  - Giffin Street – Tidemill Academy Primary School
  - Marvels Lane – Marvels Lane Primary School
  - Friendly Street junction with Albyn Road – St Stephens C of E Primary School
  - Upwood Road junction with Leyland Road – Colfe’s Primary school
  - Mantle Road – John Stainer Community Primary School
  - Edward Street – Grinling Gibbons Primary School
  - St Asaphs Road junction with Finland Road – John Stainer Community Primary School
  - Perry Vale – St George’s Primary School
  - Manor Lane junction with Southbrook Road – Brindishe Manor School
  - Manwood Road junction with Ewhurst Road – Prendergast Ladywell School
- 7.13. Traffic surveys and collision statistics have been analysed in order to assist with the development and prioritisation of proposals to help tackle any issues that might discourage staff, school children and their parents from walking or cycling to school and to improve road safety.
- 7.14. The designs are being developed and audited before consultations is carried out with locally affected residents and the schools on the proposed changes.
- 7.15. The proposals being developed will be physical interventions that would also benefit pedestrians and cyclists at all times of day, not just during school travel times. The wider cycle network is being considered at each location to identify any opportunities to deliver current or future links across the Council’s growing cycle network.

## School Street Zone

- 7.16. A School Street zone has been designed for Bonus Pastor School (2 sites), Donderry School and New Woodlands School. This has been partly funded through the TfL LIP.
- 7.17. The School Street will provide a safer and calmer environment at the peak travel times for pupils at 4 educational sites.
- 7.18. A School Street encourages more parents to walk and cycle to school as they are restricted from entering the school Street zone in the mornings and afternoons during term time.
- 7.19. In many areas, the School Streets also help to reduce traffic at other times during the week, such as by deterring cut-through traffic.

## 8. Section 106

- 8.1. Section 106 contributions refer to payments or agreements made by property developers to local authorities as part of the planning process, often to mitigate the impact of new developments on local infrastructure and amenities.
- 8.2. Section 106 contributions are being identified and provisionally aligned to projects and programmes on an ongoing basis, to supplement the budgets of



projects that are in progress, contribute funds to projects that are due to commence, or fully fund and initiate new projects.

- 8.3. This is then followed by an application process established by the Council's Development Contributions Management team, which is reviewed and approved by the Council's Regeneration and Capital Programme Delivery Board.
- 8.4. The capital projects and project stages currently planned to be delivered using solely Section 106 funds are as follows:

*Table 6: List of S106 projects and project stages*

| <b>Project name</b>           | <b>Brief project overview</b>  | <b>Project stage(s)</b>            |
|-------------------------------|--|------------------------------------|
| Bell Green Gyratory           | Walking and cycling interventions, traffic management measures, and public realm improvements at the Bell Green gyratory.    | Feasibility and Preliminary Design |
| Crossfields and Coffey Street | Public realm improvements at Crossfield Street and Coffey Street, following on from the works carried out by Thames Tideway. | Detailed Design and Construction   |

## **9. Costs and funding**

### **Local Implementation Plan (LIP)**

- 9.1. The estimated total cost of the programme is £2,377,000, of which £1,785,000 is Capital and £592,000 is Revenue.
- 9.2. This includes project and construction management, project support, surveys and investigations, design, communications and engagement, traffic orders, construction, and monitoring.
- 9.3. A cost breakdown per capital project is provided in Table 7 below.
- 9.4. The programme is funded from the TfL LIP funding allocation for 2024/25.

*Table 7: Cost breakdown for each LIP capital project*

| <b>Funding Source</b>     | <b>2024/25 TfL Capital Allocations (£)</b> |
|---------------------------|--|
| LIP – Safer Corridors and | 243,000                                    |

| <b>Funding Source</b>   | <b>2024/25 TfL Capital Allocations (£)</b> |
|---|--|
| Neighbourhoods, Hither Green Lane and Courthill Road                                |  |
| LIP – Safer Corridors and Neighbourhoods, Lee Terrace                               | 189,000                                    |
| LIP – Safer Corridors and Neighbourhoods, Residential streets road danger reduction | 54,000                                     |
| LIP – Safer Corridors and Neighbourhoods, St Stephen's School Street                | 62,000                                     |
| LIP – Safer Corridors and Neighbourhoods, St Matthew School Street                  | 34,000                                     |
| LIP – Safer Corridors and Neighbourhoods, Twin Oaks School Street                   | 44,000                                     |
| LIP – Safer Corridors and Neighbourhoods, HGV restriction                           | 80,000                                     |
| LIP – Cycleways Network Development, Deptford Church Street                         | 508,000                                    |
| LIP – Cycleways Network Development, C18 Waterlink Way Bridge                       | 71,000                                     |
| LIP – Cycleways Network Development, C18 Catford to Lower Sydenham                  | 35,000                                     |
| LIP – Cycleways Network Development, Cycle Contraflows                              | 74,000                                     |
| LIP – Cycleways Network Development, Cold Blow Lane walking and cycling route       | 86,000                                     |
| LIP – Bus Priority, R273 Hail and Ride Conversion                                   | 228,000                                    |
| LIP – Cycle Parking   | 77,000                                     |
| <b>Total</b>  | <b>1,785,000</b>                           |

9.5. The costs for future maintenance related to the proposed interventions are included within the existing highway maintenance budget.

### Carriageway resurfacing and footway improvements

9.6. The Council's 2024/25 budget includes the Highways and Bridges budget allocation.

9.7. The budget approved by Mayor and Cabinet on 28 February 2024 for 2024/25 is £2,711,000. This includes the amount received through the DfT Highway

Maintenance North Capital Funding 2023-2025.

- 9.8. This budget is responsible for funding the borough-wide carriageway resurfacing and footway improvements capital programmes.
- 9.9. The largest part of the budget will fund the carriageway resurfacing and footway improvements programme, whilst the remainder will cover fees, surveys, and other unforeseen costs.

## Climate Action Investment

- 9.10. The estimated total cost of the programme is £659,957. The forecast costs are capital in nature and so will be capitalised.
- 9.11. This includes project and construction management, project support, surveys and investigations, design, communications and engagement, traffic orders, construction, and monitoring.
- 9.12. A cost breakdown per project is provided in Table 8 below.
- 9.13. The programme will be funded from the Climate Action Investment which was closed in August 2023 and raised a total amount of £659,957 by 612 investors.

*Table 8: Cost breakdown for each Climate Action Investment project*

| <b>Project name</b>     | <b>2024/25 Costs (£)</b> |
|-------------------------|--------------------------|
| Cycle Parking           | 86,225                   |
| Safer Routes to School  | 510,337                  |
| School Street Zone      | 63,395                   |
| <b>Total in 2024/25</b> | <b>659,957</b>           |

- 9.14. Additional funding of £998,216 will be sourced from the Highways and Bridges 2024/25 budget allocation to cover the remaining construction costs required to complete the Safer Routes to School programme.
- 9.15. The costs for future maintenance related to the proposed interventions are included within the existing highway maintenance budget.

## Section 106

- 9.16. The amount of approved Section 106 contributions varies on a yearly basis, but it is anticipated that over £2m will be secured in 2024/25.
- 9.17. The current estimated total cost of the projects funded exclusively through S106 contributions is £1,908,734.56, of which £1,592,403.62 is Capital and £316,330.94 is Revenue.
- 9.18. This includes project and construction management, project support, surveys and investigations, design, communications and engagement, traffic orders, construction, and monitoring.
- 9.19. A cost breakdown per project is provided in Table 9 below.
- 9.20. The programme is funded from approved Section 106 contributions.

Table 9: Cost breakdown for each Section 106 project

| Project name                  | 2024/25 Costs (£)   |
|-------------------------------|---------------------|
| Bell Green Gyrotory           | 316,330.94          |
| Crossfields and Coffey Street | 1,592,403.62        |
| <b>Total in 2024/25</b>       | <b>1,908,734.56</b> |

## 10. Financial implications

- 10.1. The Local Implementation Plan (LIP) funding has conditions attached that the Council must adhere to. If these conditions are breached, then the Council could potentially be required to pay some or all these funds back to the DfT. Grant returns are completed annually to show the Council's compliance with these grant conditions.
- 10.2. There is an approved budget of £2,711,000 for resurfacing and footway improvement works for 24/25. £211,000 of this is funded through the DfT Highway Maintenance North Capital Funding 2023-25, with the remaining £2,500,000 being funded using the Council's Capital Reserves.
- 10.3. The Climate Action Investment raised £659,957 to be spent on local climate action projects. The Council treats this funding as borrowing and will repay interest and principal to the investors over a period five years.
- 10.4. As outlined in section 12, there is a risk that the approved budget might be exceeded due to unforeseen costs. These additional costs would require additional budget and further funding, which will need to be approved by Mayor & Cabinet. This additional funding would likely be a call on the Council's reserves or external borrowing, unless additional funding was sourced. These risks will be mitigated as much as possible through effective budget monitoring.
- 10.5. Budget monitoring of the project will occur monthly, with progress being scrutinised at both the Regeneration & Capital Board (RCB), as well as in the full Council's monthly budget monitoring reports.

## 11. Legal implications

- 11.1. Section 41 of the Highways Act 1980 ("the Act") places a duty on the Council as the highway authority to maintain highways within its areas that are maintainable at the public expense.
- 11.2. This includes the requirement to ensure as far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.
- 11.3. Furthermore Part V of the Act contains general powers for the Council to make improvements to the highways for which it is responsible.
- 11.4. The 2024/25 borough-wide carriageway resurfacing and footway improvements programme underpins the Council's approach in the exercise of its highway authority obligations under the Highways Act 1980.
- 11.5. The Road Traffic Regulation Act 1984 ("RTRA 1984") and supporting regulations enable the Council to make traffic management orders to restrict

traffic in a variety of ways.

- 11.6. In exercising powers under the RTRA 1984, section 122 imposes a duty on the Council to (so far as practicable having regard to the matters specified in S122(2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'. The matters set out in S122(2) are: the desirability of securing and maintaining reasonable access to premises; the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy); the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and any other matters appearing to the local authority to be relevant.
- 11.7. A decision as to whether to make the order must also be consistent with the Council's network management duty under section 16 of the Traffic Management Act 2004, i.e. the duty "to manage their road network with a view to achieving, so far as may reasonably practicable having regard to their other obligations, policies and objectives, the following objectives (a) securing the expeditious movement of traffic on the authority's road network; and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."
- 11.8. Section 9 of the RTRA 1984 enables the Council to make experimental traffic orders which can continue in operation for a maximum of 18 months. Section 6 of the RTRA enables experimental traffic management orders made under section 9 to be made permanent by the Council. Procedures for making the experimental traffic orders permanent are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the 1996 Regulations") and must be followed. Regulation 23 of the 1996 Regulations provides that where the provisions of an experimental order are reproduced and continued in force indefinitely, it is not necessary to carry out further consultation, provide further notice, or allow for further objections.

## Human Rights Implications

- 11.9. The Human Rights Act 1998 imposes a duty on the Council as a public authority not to act in a way which is incompatible with the European Convention on Human Rights. The most important rights for highway and planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). The making of permanent traffic orders in respect of the traffic management restrictions is not anticipated to engage or breach the Human Rights Act 1998.
- 11.10. The Council has a contract in place with FM Conway Limited to carry out

carriageway resurfacing and footway improvements. The contract allows the Council to instruct FM Conway Limited to carry out works as and when required.

## 12. Risk Implications

12.1. The following risks resulting from taking or not taking the recommended decision are outlined in Table 10. Details of any mitigation steps that will be taken to reduce the risk have been provided where possible.

*Table 10: Risks from taking or not taking the recommended decision*

| Risk  | Risk Description and Mitigation  |
|---|--|
| Failure to provide a contribution to tackle the climate crisis if the capital programme is not delivered        | Risks associated with this include continued traffic volume increases across the Borough, restricting the opportunity for mode shift to more sustainable and less polluting transport options.   |
| Reputational damage with regards to action on the climate emergency if the capital programme is not delivered   | The public's confidence in the Council's ability to deliver upon its Climate Emergency Action Plan and other policies may be reduced.<br>Communicate transparently with the public about the reasons for the delay and the steps being taken to address the situation, emphasizing the commitment to long-term improvements. |
| Continued deterioration of transport and highway infrastructure if the capital programme is not delivered       | Develop and implement an emergency maintenance plan to address the most critical issues temporarily while seeking alternative funding or approval at a later date.   |
| Existing safety hazards may persist, increasing the risk of accidents if the capital programme is not delivered | Implement temporary safety measures and prioritize the most dangerous areas for immediate attention using available funds until a full programme can be approved.  |
| Potential loss of matched or time-sensitive funding from other sources if the programme is not approved         | Negotiate extensions or secure temporary funding to preserve financial support while working towards approval.   |
| Delaying improvements could negatively impact local economic growth and development                             | Engage with local businesses and economic planners to identify critical projects that can be prioritized and potentially funded through alternative  |

| Risk  | Risk Description and Mitigation  |
|---|--|
|   | sources or phased over multiple budgets.   |
| Active travel journeys do not increase despite the delivery of the capital programme      | One of the objectives of the Transport Strategy and Local Implementation Plan (2019-2041) is to enable a longer-term increase in walking and cycling levels. To achieve this, the Council need to continue to take a comprehensive approach to enabling a shift to sustainable travel. |
| The approved budget might be exceeded due to unforeseen costs                             | Implement rigorous project management practices, including regular financial audits, contingency planning, and robust procurement processes to control costs.  |
| Projects may not be completed on time, affecting service delivery and public satisfaction | Establish clear timelines, milestones, and regular progress reviews. Engage experienced contractors and ensure effective communication and coordination among all stakeholders.  |
| Public opposition due to inadequate consultation or communication about the projects      | Conduct thorough public consultations, ensure transparent communication, and incorporate public feedback into project plans to build community support.  |

### 13. Equalities implications

13.1. Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council must, in the exercise of its functions, have due regard to:

- Eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by or under the Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

13.2. The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

13.3. The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality.

13.4. Any physical works on Lewisham’s highways network may have potential to impact upon people with protected characteristics. Highways works that could have particular effect include traffic management, making safe any trips and hazards, dropped kerbs for pedestrians, tactile paving, accessible bus stops,



- pedestrian refuges, narrowing carriageways, provision of controlled crossings, improvements to lighting and signing, and other interventions.
- 13.5. The main principles advocated in the Traffic Management Act (TMA) statutory guidance are: managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty; improving road safety; improving the local environment; improving the quality and accessibility of public transport; meeting the needs of people with disabilities and help to address inequalities by providing inclusive means to access travel especially for those who will be unable to use public transport and depend entirely on the use of a car; and managing and reconciling the competing demands for kerb space.
  - 13.6. A full Equalities Analysis Assessment (EAA) was undertaken as part of the Council's Transport Strategy and Local Implementation Plan 2019-2041 (LIP3) to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate mitigating actions taken.
  - 13.7. The overall findings of the assessment were that the proposals within the LIP do not discriminate or have significant adverse impacts. Instead, the focus on improving access to services and better streets will have broadly positive impacts on the local community.
  - 13.8. The proposals set out in this report align with the objectives set out in LIP3 and all staff are trained to meet their responsibilities as outlined in the Equality Act 2010.
  - 13.9. This programme enhances the work carried out under the LIP and therefore will improve access to services and better streets for the whole community.

## **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.
- 14.2. There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part.
- 14.3. The 2024/25 Strategic Transport and Highways Capital Programme will make a positive impact on the Borough and contribute towards the Council's target for Lewisham to be carbon net-zero by 2030.
- 14.4. Increasing levels of active travel by making journeys safer and more appealing, encouraging use of public transport, 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.
- 14.5. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Action Plan.
- 14.6. FM Conway Limited, the Council's current term contractor, has an Environmental Management System compliant with ISO14001:2015 in place, and they are committed to recycling 98% of their materials to minimise the

environmental impact of their work.

- 14.7. FM Conway Limited are committed to trial new innovations in technology, machinery, materials and methodology with a view to reduce carbon footprints and other pollutants such as CO2 and NOx emissions in their operations. New innovations are introduced and reviewed with the Council on a regular basis.

## 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. [Launch of Lewisham Climate Action Bond](#)
- 17.4. [2024/25 Budget Report](#)
- 17.5. [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  |

| <b>Term</b> | <b>Definition</b>   |
|-------------|---|
|             | parking is allowed or prohibited.   |
| DfT         | The Department for Transport (DfT) is a government department in the United Kingdom responsible for overseeing and regulating transportation systems and networks across the country.   |
| EAA         | Equalities Analysis Assessment (EAA) is a process to identify how or whether any changes being considered will impact one or more protected group. The assessment also helps the Council to better understand whether the impact of a change being considered could be harmful and if so, how the potential harm could be minimised or removed before any decision is made. |
| GLA         | The Greater London Authority (GLA) is the governing body responsible for the overall administration of London, including areas like transportation, policing, and economic development, and is led by the Mayor of London and the London Assembly.  |
| HGV         | Heavy Goods Vehicles (HGV) are large trucks used for transporting heavy loads and goods over long distances.  |
| LIP         | Transport for London's Local Implementation Plan (LIP) sets out how each London borough will meet the objectives of the Mayor's Transport Strategy. LIP funding is the process through which TfL provides boroughs with financial support for schemes to improve their transport networks.  |
| MTS         | The Mayor's Transport Strategy (MTS) is a plan created by the Mayor of London that outlines the goals and actions for improving transportation in the city, focusing on areas like public transit, cycling, walking, and reducing traffic congestion and pollution.   |
| NCN         | The National Cycle Network (NCN) is a collection of safe and well-signposted cycling routes across the UK, designed to make it easy and enjoyable for people to bike from one place to another.   |
| RTRA        | The Road Traffic Regulation Act (RTRA) 1984 is an Act of Parliament in the United Kingdom which provides powers to regulate or restrict traffic on UK roads in the interest of safety.  |
| TfL         | Transport for London (TfL) is a local government body responsible for most of the transport network in London.  |

| Term | Definition  |
|------|---|
| TMA  | Traffic Management Act (TMA) is an Act of Parliament in the United Kingdom that sets out how road networks should be managed by local authorities and includes regulations for roadworks.                             |
| TMO  | Traffic Management Orders (TMOs) are legal documents issued by local authorities that set rules and restrictions for how roads and traffic are managed, such as speed limits, parking regulations, and road closures. |

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## 20. Appendices

- 20.1. Appendix A – 2024/25 Carriageway resurfacing programme
- 20.2. Appendix B – 2024/25 Footway improvement programme

## Appendix A – 2024/25 Carriageway resurfacing programme

The following roads or sections of roads form the 2024/25 provisional carriageway resurfacing programme. Roads that are not possible to be delivered in 2024/25 will be placed on a reserve list and prioritised for delivery in 2025/26.

| Road name           | Extents                                |
|---------------------|--|
| Wells Park Road     | Taylors Lane to Dallas Close           |
| Newlands Park       | Sydenham Road to borough boundary      |
| Verdant Lane        | o/s 130 to Crutchley Road              |
| King Alfred Avenue  | Southend Lane to Bellingham Green      |
| Pitfold Close       | Whole road                             |
| Romborough Way      | Campshill Road to Guyscliffe Road      |
| Eliot Bank          | Grizdale Terrace to Eliot Bank         |
| Kirkdale            | To be confirmed                        |
| High Level drive    | Whole road                             |
| Lushington Road     | Oakview Road to Sedgely Road           |
| Perry rise          | Woolstone Road to Preistfield Road     |
| Downham Way         | Northover to Galahad Road              |
| Beckenham Hill Road | Tyrell House to Brethrens Meeting room |
| Worsley Bridge Road | Whole road                             |
| Lewisham Road       | Lewisham Hill to Connington Road       |
| Blacklands Road     | Whole road                             |
| Jerrard Street      | Whole road                             |

## Appendix B – 2024/25 Footway improvement programme

The following roads or sections of roads form the 2024/25 provisional footway improvement programme. Roads that are not possible to be delivered in 2024/25 will be placed on a reserve list and prioritised for delivery in 2025/26.

| <b>Road name</b>  | <b>Extents</b>   |
|-------------------|--|
| Pendragon Road    | 59 – 61 & 84 – 94 and<br>from Drumbeat School to Northover |
| Arcus road        | Swiftens Way to Farmfield Road                             |
| Broadmead         | Brookhowse Road to Firhill Road                            |
| Fordmill Road     | Ghent Street to Firhill Road                               |
| Elsiemaud Road    | Chudleigh Road to Brockley Grove                           |
| Clayhill Crescent | Marvels Lane to Dunkery Road                               |
| Grangemill Road   | Broadmead to Grangemill Way                                |
| Stillness Road    | Codrington Road to Bexhill Road                            |
| Fransfield Grove  | Kirkdale to dead end                                       |
| Henryson Road     | Chudleigh Road to Brockley Grove                           |
| Woodyates road    | Burnt Ash Hill to Westhorne Avenue                         |