

<b>MAYOR &amp; CABINET</b>		
<b>Report Title</b>	Local Implementation Plan – Annual Spending Submission 2017/18 and revision to the 2016/17 programme	
<b>Key Decision</b>	Yes	Item No.
<b>Ward</b>	All	
<b>Contributors</b>	Executive Director for Resources and Regeneration	
<b>Class</b>	Part 1	Date: 28 September 2016

## **1. Summary**

- 1.1 In 2011 Council's second Local Implementation Plan (LIP) was prepared and submitted to Transport for London (TfL). The LIP was agreed by Mayor and Cabinet on 17th November 2011 and by full Council on 29th November 2011.
- 1.2 The LIP is the Council's policy on transport from 2011 to 2031. Each year an Annual Spending Submission sets out proposals for the delivery of transport projects for the forthcoming year (2017/18). It also includes an indicative programme for future years (2018/19 and 2019/20) which may need to be varied through future Annual Spending Submissions to take account of changing LIP allocations or changes in Council scheme priorities.
- 1.3 The Annual Spending Submission for 2017/18 is based on:
  - Schemes already commenced or continuing in 2016/17;
  - Schemes planned and developed during 2016/17, and;
  - New schemes based on LIP policy priorities.
- 1.4 This report also proposes a revision to the current LIP programme for 2016/17.

## **2. Purpose of the Report**

- 2.1 This report includes a brief description of the proposed LIP projects for delivery during 2017/18 and seeks approval to submit the LIP Annual Spending Submission 2017/18 to TfL for their approval. It also proposes a revision to the current LIP programme for 2016/17.

## **3. Recommendations**

- 3.1 The Mayor is recommended to approve the LIP Annual Spending Submission 2017/18 to TfL as set out in Tables 1-3 (sections 8, 10 and 12), and the revised programme for 2016/17 as set out in Appendix A.

## **4. Policy Context**

- 4.1 The Greater London Authority Act requires each London Borough to prepare a Local Implementation Plan (a LIP) to implement the London Mayor's Transport Strategy (MTS) within their area. The strategy was published on the 10th May 2010, alongside statutory guidance to London boroughs on LIPs.
- 4.2 Lewisham's second LIP was approved by the Lewisham Mayor and the London Mayor in 2011. The LIP was developed within the framework provided by the MTS and consists of an evidence base, objectives, targets and initial three year programme. The goals, objectives, and outcomes for the LIP reflect local policies and priorities and are aligned with the Council's Corporate Priorities and the Sustainable Community Strategy. In particular it impacts on the following Corporate Priorities:
- clean, green and liveable
  - safety, security and a visible presence
  - strengthening the local economy
  - active, healthy citizens
- 4.3 As a major policy document, the LIP supports all six priorities of the Sustainable Community Strategy and has particular relevance to the many economic, environmental and social improvements that rely on a modern transport system.
- 4.4 Proposals recommended for 2017/20 LIP funding have been shaped and prioritised by the LIP policy objectives.

## **5. Background**

- 5.1 Much of the investment the Council makes in streets and transport uses TfL funding to support delivery of the proposals set out in the LIP.
- 5.2 Since 2011/12 most of this funding has been in the form of a single funding stream for "Corridors, Neighbourhoods and Supporting Measures". This streamlined the funding processes to enable Boroughs to focus on fewer but more holistic projects that address a range of objectives and make a more significant improvement. The proposed programme reflects this approach, which improves value for money, and reduces the disruption caused by returning to make 'single objective' interventions each year.
- 5.3 LIP funding for "Corridors, Neighbourhoods and Supporting Measures" is allocated to local authorities based on a formula intended to reflect relative needs. Annually, each local authority must submit a detailed programme to TfL in the form of an "Annual Spending Submission" for approval and release of this funding allocation.
- 5.4 TfL also requires local authorities to submit annual bids for 'Principal Road Maintenance' and 'Bridge Assessment and Strengthening' funding. Local authorities may also bid for 'Major Scheme' projects. The funding for 'Bridge

Assessment and Strengthening' is considered on a pan London basis by the 'London Bridge Engineering Group (LoBEG)' and the allocations for 2017/18 are not know at the present time.

- 5.5 Other separate funding streams may become available throughout the year, to fund TfL and Borough projects which achieve shared priorities. Such programmes include the Borough Cycling Programme, Cycling Quietways Programme, Bus Enabling Works, Mayor's Air Quality Fund, and School Safety. In addition TfL provide boroughs with a fixed Local Transport Fund to address borough priorities.
- 5.6 The Annual Spending Submission Guidance for 2017/18 requires that submissions need to be made to TfL by Friday 28<sup>th</sup> October 2016.

## **6. Developing the spending submission**

- 6.1 The borough prioritises its transport projects, using various techniques based around schemes' 'policy fit' with LIP and MTS objectives, projected contribution towards meeting LIP targets, strength of evidence and local support, and deliverability, based on internal capacity, value for money and risk. This enables consistency between the LIP objectives, Delivery Plan and Performance Monitoring Report – the three core parts of the LIP.
- 6.2 For the 2017/18 programme, many of the projects are continuing from previous years, requiring LIP funding to be completed. These projects have been cross-checked against relevant evidence (e.g. accident statistics and other local conditions) which has also been considered in developing candidate projects for future years as part of the 2018/19 and 2019/20 indicative funding submissions.
- 6.3 The schemes within the three-year programme seek to deliver various outcomes, such as:
- facilitating the safe and sustainable movement of people across the borough through the reprioritising of carriageway space and junctions;
  - improving streetscapes and physical accessibility by enhancing the local urban realm;
  - encouraging the use of the most sustainable modes of transport (i.e. walking, cycling, public transport) through travel plans, and education and training programmes
- 6.4 The LIP schemes are developed within the context of existing utilities programmes (e.g. Thames Water replacement works) and new developments. LIP scheme funding therefore continues to be supplemented by the use of funds secured through other sources (e.g. section 106 contributions from developments).

## **7. Revision to LIP Annual Spending Submission 2016/17**

- 7.1 In September 2015, Mayor and Cabinet approved proposals for the current LIP Annual Spending Submission 2016/17, including £3.060m of funding for the “Corridors” Programme.
- 7.2 At the time of writing the 2016/17 submission, it was understood by officers at TfL and the Council that a total of £1.1m of funds carried forward from previous years, would be spread over two years, with £0.768m and £0.332m notionally allocated to 2016/17 and 2017/18 respectively. The approved 2016/17 allocation of £3.060m therefore includes the base allocation of £2.292m and £0.768m of funds carried forward from previous years.
- 7.3 Following the latest Spending Review, Transport for London (“TfL”) are increasing the pressure on Council programmes by withdrawing the option to carry-over unspent funds into the following year. Projects which do not meet delivery timescales will result in the loss of grant funding.
- 7.4 The previous underspends which have notionally been carried-forward into 2016/17 and 2017/18 must now all be spent during 2016/17. This, together with delays to some of the larger projects, requires a revision to the approved LIP programme, including some new high-priority schemes which have emerged over the course of the last 12 months.
- 7.5 The changes to the programme are set out in the table in Appendix A, and a description of each amended scheme is included in sections 8.10 – 8.46, and are marked by an asterisk.

## **8. LIP Annual Spending Submission 2017/18**

- 8.1 In TfL’s “Local Implementation Plan (LIP) 2017/18 Annual Spending Submission Guidance ” it has been confirmed that Lewisham will receive:
- |         |  |
|---------|--|
| £2.292M | Corridors, Neighbourhoods and Supporting Measures* |
| £383K   | Principal Road Maintenance                         |
| £100K   | Local Transport Funding                            |
- 8.2 The Corridors, Neighbourhoods and Supporting Measures allocation has been top-sliced to provide funding for local transport funding, borough officer training and apprenticeships, and support through sub-regional partnerships.
- 8.3 Table 1 shows the proposed programme of Corridors, Neighbourhoods and Supporting Measures for 2017/18, which will form the Council’s Annual Spending Submission to TfL.
- 8.4 While TfL have not announced LIP funding levels for 2018/19 and beyond, the programme includes a number of projects funded over a period of more than 12 months. This allows careful development and consultation to take place before proposals are finalised. In anticipation of future funding settlements, development work is proposed on new projects for future implementation.

- 8.5 To allow tentative programming of Corridors Neighbourhoods and Supporting Measures estimated allocations for future years assume a 3% reduction from the confirmed allocation for 2017/18. The estimated allocation for future years is therefore £2.223m.
- 8.6 Principal road maintenance is planned work designed to ensure that the main borough roads used for the transportation of people, goods and services remain in a serviceable state and reduce the risk of possible carriageway or footway “failures” that need emergency work. The programme has been developed based on the principle of renewing the roads that are most heavily used and in the worst condition. Our recommendations for bridge maintenance are considered as part of a London-wide prioritisation exercise based on examining the conditions of bridges across London. Our recommendation for maintenance projects is included in Table 2.
- 8.7 In addition, candidate major schemes are to be recommended through the LIP programme for funding (see Table 3). Following a successful Major Scheme “Step 1” submission in September 2013 public realm improvements at Deptford High Street are now being developed with planned implementation in early 2017.
- 8.8 Following this, a Major Scheme “Step 1” submission for improvements to Lewisham town centre was submitted to TfL in September 2014. Although this bid was not successful, feedback from TfL was positive, and that future bids would be welcome following the completion of the current major scheme. A refreshed bid will therefore be submitted in September 2017. The bid will include the refurbishment of the market area and the improvement of pedestrian facilities in Lewisham High Street. However, even if accepted on the programme, the finite resources available would mean any scheme implementation would be several years in the future, probably no earlier than 2020.
- 8.9 Improvements to our urban environment will be supported by a continuation of our sustainable travel programme. This will continue to be targeted towards supporting new infrastructure to maximise the impact of investment. Supported measures such as school and workplace travel plans, education and awareness campaigns, and cycle training can help ensure that investment in our infrastructure is complemented by an uptake in more physically active, low emission modes of travel.

**Table 1: Summary of proposed LIP Corridors, Neighbourhoods and Supporting Measures for 2017/18 (and provisional data for 2018/19 and 2019/20)**

LIP Corridors, Neighbourhoods and Supporting Measures Programme	£'000		
	2017/18	2018/19 (provisional)	2019/20 (Provisional)
<b>Scheme name</b>	<b>Proposed Funding</b>		
Bus Stop Accessibility	10		

Road Safety Education, Training and Publicity	65	65	65
Cycle Training	153	153	153
Noise and air quality	10	10	10
School Travel Planning	100	100	100
Travel Awareness	44	44	44
Completion of previous years schemes	30	30	30
Small traffic management works	30	30	30
Dartmouth Road North Corridor	800	10	
Crofton Park Corridor	402	1048	
Green Chain	10	10	10
Kirkdale / Dartmouth Road Neighbourhood		250	753
Burnt Ash Hill Neighbourhood		250	573
Manor Lane Neighbourhood	10		
Sangley Road / Sandhurst Road	400		
Hither Green Lane (George Lane to Thornford Road)			255
Air Quality MAQF2 Contribution	23	23	
LIP3 Data Collection and Studies	5		
Local Cycling Improvements	100	100	100
Road Safety Measures	100	100	100
<b>Total</b>	<b>2,292</b>	<b>2,223</b>	<b>2,223</b>

### **Corridors and Neighbourhoods Programme (including 2016/17 revisions)**

8.10 The following paragraphs set out a brief description of each scheme proposed for 2016/17 and 2017/18.

8.11 \* Those schemes marked by an asterisk are part of the proposed changes to the 2016/17 programme approved by M&C in September 2015

#### Bus Stop Accessibility

8.12 Any bus stop within the area of a LIP funded Corridor/Neighbourhood project, not meeting access standards will be addressed as part of that project. Around 83% of the bus stops on borough roads meet those access standards.

8.13 TfL have a target of 95% of bus stops fully accessible by the end of 2016. Thus it is recommended to continue support for this programme with a 2016/17 allocation of £100k, to bring bus stops up to the required standard in other areas. This allocation may be further increased by extra funding from TfL during the course of the year. A nominal allocation of £10k in 2017/18 will be reviewed on the basis of delivery in 2016/17 and any extra funding available from new sources or from within the Corridors programme.

### Noise and Air Quality

- 8.14 The DEFRA Noise Action Plan states that highway authorities will be asked to examine the 'Important Areas' containing 'First Priority Locations' identified in the Plan and form a view about what measures, if any, might be taken in order to assist the management of environmental noise.
- 8.15 The Council has also identified a number of Air Quality Management Areas in the borough where poor air quality exceeds levels set by DEFRA.
- 8.16 It is proposed to continue the annual allocation of £10k LIP funding in 2017/18 to monitor or improve local traffic noise or air quality. This may include monitoring and modelling noise from road traffic, in order to provide the evidence base for any action to reduce noise levels, and conducting roadside air quality monitoring.

### Completion of previous years' schemes

- 8.17 Many schemes are carried out each year that require the Council to commission services where it has little or no control over their programming and invoicing. This includes the provision of electrical connections, disconnections and supplies from the statutory companies. It is recommended that £30k be set aside for this during 2017/18. This funding is intended to allow a planned approach to settling these "late" accounts whilst not putting pressure on existing schemes in the programme. Any funding not required for this will be reallocated into existing or new schemes in 2017/18.

### Small traffic management works.

- 8.18 The Council receives many requests for minor traffic management measures from the public. These are assessed and prioritised based on their cost against factors such as safety, traffic speed and volume, intrusive parking, community use and cost.
- 8.19 Small scale schemes are highly valued by local communities, but are often too low in cost, or do not have high enough priority, to be included in the LIP programme in their own right. The programme is therefore funded by various sources, including a LIP contribution, Local Transport Funding (see below), and the Council's own revenue budgets.
- 8.20 It is recommended that £30k is allocated from the Corridors and Neighbourhoods' programme in 2017/18 to allow more of these schemes with the highest priority and "value" to be implemented.

### Coulgate Street Neighbourhood \*

- 8.21 This scheme, which has now been successfully delivered on site, proposes improvements to the public realm in Coulgate Street. The works were postponed to ensure delivery followed the completion of the adjacent

development site. A nominal budget £10k of LIP funding was allocated in 2016/17 for the completion of the implementation works. It is now proposed to revise this allocation to £360k in line with the completed scheme, using funds which have been carried over from 2015/16.

#### Dartmouth Road North \*

- 8.22 Dartmouth Road forms one of Forest Hill's two high streets. The public realm environment in the northern section of Dartmouth Road is poor with illegal night time footway parking, unsightly street furniture, a number of vacant shops, a perception of inadequate lighting and anti-social behaviour. In addition, the project will aim to support the forthcoming introduction of a 20mph limit on all borough roads. Design work has taken place to progress proposals developed by the local community, and following consultation on a concept design, the project is being taken forward through detailed design and consultation towards a start on site in 2016/17. The works will focus on the section of Dartmouth Road between its junction with the A205 and the Forest Hill Pools and library area, seeking to further enhance the public realm improvements resulting from the rebuilding of the pools.
- 8.23 It was recommended that £1,513,000k of funding be used in 2016/17 to deliver the scheme. It is now proposed that implementation will complete during the 2017/18 programme, and the revised allocations for 2016/17 and 2017/18 are £713k and £800k respectively.

#### Crofton Park Corridor \*

- 8.24 During 2014/15 a feasibility study considered the transport issues along the B218 corridor, including Brockley Road, Stondon Park and Brockley Rise. Road safety and air quality were the key issues to be investigated, alongside public realm improvements which would support local places. The purpose of the study was to identify concept-stage solutions which might be feasible and affordable, and to consult with the public at an early stage of development.
- 8.25 The study identified large projects for Crofton Park, Honor Oak, and St Andrew's Parade, as well as potential interventions for the sections linking the local centres. Following an appraisal of the potential schemes, Crofton Park has been recommended as the highest priority scheme along the B218 corridor. The scheme has been prioritised largely on the basis of the road safety analysis, which identified the Crofton Park as the highest collision area on the route. The area also has the most significant air quality hotspot on the route. The area is a significant local centre, with high footfall due to a large local shopping parade, the library and rail station.
- 8.26 The project is currently in the preliminary design stage, which includes a public consultation and dialogue with key stakeholders. A revised allocation of £250k is proposed in 2016/17 to complete the detailed design, with an allocation of £402k in 2017/18 and £1,048k in 2018/19 for implementation of major works on site.

### Sangley Road / Sandhurst Road Improvements \*

- 8.27 In 2014/15 a feasibility study considered improvements to the junction of Sangley Road and Sandhurst Road. The study included a concept design which built on a locally commissioned study, and included consultation with local stakeholders and businesses. The junction is a localised priority for road safety intervention, and the scheme will also address the public realm and shopping parade.
- 8.28 It is recommended that the 2016/17 allocation of £40k is increased to £218k to bring forward the detailed design and implementation (subject to consultation and tender processes). An allocation of £400k is proposed for 2017/18 to complete the scheme.

### Manor Lane Neighbourhood Improvements \*

- 8.29 In 2014/15 a feasibility study considered improvements to the pedestrian environment in Manor Lane, including consideration of the speed and behaviour of rat-running traffic, and the public realm adjacent to the local shopping parades. The initial scope of this scheme responded to a local petition and associated report to Mayor and Cabinet on 4 December 2013.
- 8.30 It is recommended that the 2016/17 allocation of £40k is increased to £420k to bring forward the detailed design and implementation. A nominal indicative allocation of £10k is proposed for 2017/18 to complete the scheme should there be any outstanding issues or delays following planned completion at the end of March 2017.

### Grove Park Neighbourhood \*

- 8.31 In February 2012, the Prince's Foundation facilitated a Community Planning Event, designed and delivered in partnership with the Grove Park Community Group and LB Lewisham. This event documented the community's ideas and aspirations, and set out short and long term proposals to improve the area.
- 8.32 Much of this work focusses on the public realm on Baring Road, including the train station, bus interchange, local shopping parade and the Baring Hall Hotel. The current layout is highly dominated by vehicular traffic, and the existing footways and forecourts are marred by unsightly high containment kerbs and railings.
- 8.33 A detailed scheme has been developed using LIP funds, and additional non-LIP funding has been secured for implementation in early 2017. A nominal LIP contribution of £10k was approved for 2016/17, which this report proposes to increase to £160k, to broaden the scope of the project, and provide improved footways on the Baring Road approach to the main scheme. The additional footway works will be complimented by safety measures designed to better support the new 20mph limit in Baring Road.

### Hither Green Local Traffic Corridor \*

- 8.34 This scheme follows a 2015/16 study looking at pedestrian improvements on a series of rat-runs through a predominately residential area. The study has identified some priority works to improve the pedestrian priority at junctions on Staplehurst Road where two of the busiest rat-runs intersect the main pedestrian route to the station. It is recommended that £50k of funding be used in 2016/17 to design and implement these works.

Air Quality MAQF2 Contribution \*

- 8.35 The Council has submitted a bid to TfL for Round 2 of the Mayor's Air Quality Fund (MAQF2). The bid seeks £205k of additional funding to establish a Zonal Construction Logistics Plan to ensure that the major developments along the Evelyn Street corridor successfully mitigate air quality impacts. The funding bid requires £100k of match funding which is proposed to be allocated from LIP, with £54k in 2016/17, £23k in 2017/18, and £23k in 2018/19.

Avignon Road Contribution \*

- 8.36 In 2015/16 TfL funded a bus improvement scheme in Avignon Road, which aimed to remove speed cushions while maintaining lower vehicle speeds. A LIP allocation of £50k is proposed to enhance the footways in the vicinity of the scheme – measures which will benefit the pedestrian environment but which do not achieve further objectives under TfL's Bus Enabling Works programme.

Burnt Ash Hill Pre-works \*

- 8.37 A potential public realm scheme is planned for Burnt Ash Hill in 2019. Highway maintenance works are planned to Burnt Ash Hill as part of the 2016/17 Principle Road Renewal programme. A LIP allocation of £60k is proposed to enhance the maintenance scheme by including preparatory works to upgrade road structure in readiness for a future scheme.

Cycling Quietway Contribution \*

- 8.38 Further improvements are planned to the successful new cycle route, Q1, in the vicinity of Childers Street. This element of the project has been purposefully delayed so that works related to the nearby developments at Childers Street and Arklow Road can be fully co-ordinated. A LIP allocation of £100k is proposed to enhance the scheme at the junction of Arklow Road, to ensure that the quality and design of the pedestrian environment is consistent and joined-up.

LIP3 Data Collection and Studies \*

- 8.39 A new LIP strategy document is expected to be developed during 2017/18 which will require data collection and studies as part of the evidence base. An allocation of £80k is proposed in 2016/17 for surveys such as Footway

Condition, and for studies for potential future schemes with traffic implications such as Drakefell Road, Coldblow Lane and Lewisham High Street.

- 8.40 A further nominal allocation of £5k is recommended for 2017/18, which may be revised following receipt of the formal LIP3 guidance in October 2017.

#### Local Cycling Improvements \*

- 8.41 A Cycling Strategy is to be developed for formal adoption following the presentation to the Council by the local cycling group, Lewisham Cyclists. A LIP allocation of £100k is proposed for 2016/17 and 2017/18, and provisionally on an annual basis thereafter, to develop the cycling strategy and to deliver small scale local improvements to the cycle network.

#### Road Safety Measures \*

- 8.42 Following the implementation of the Borough-wide 20mph limit in September 2016, there is to be a programme of road safety measures which will target those roads which are least compliant with the new speed limit, or where collision rates remain high. The Council has allocated over £800k towards such works, but an additional LIP allocation is recommended to supplement this programme and to enhance the scale and quality of works which can be undertaken.
- 8.43 An allocation of £180k is proposed in 2016/17 to improve compliance in streets such as Baring Road, which has comparatively high speeds, and where the opportunity exists to co-ordinate and extend proposed works, introducing measures to narrow the road to reduce speeds, reallocating the road space to cyclists, and providing more opportunities for pedestrian crossing places.
- 8.44 An allocation of £100k is also proposed for 2017/18, and provisionally on an annual basis thereafter.

#### Station Taxi Ranks \*

- 8.45 In collaboration with TfL, strategic proposals for new taxi ranks are being developed for Catford Bridge Station and Hither Green Station, in order to better serve those stations and local centres, and to provide relief to the main taxi rank in Lewisham, which suffers from over-ranking and local congestion.
- 8.46 An allocation of £50k is proposed in 2016/17 to develop these designs and to implement works in Hither Green. Subject to the designs for the taxi rank at Catford Bridge Station, further funding will be required to deliver works, which may be sought from further LIP contributions, s106/CIL, partner contributions, or from other external sources.

### **Provisional schemes proposed to commence in 2018/19 and 2019/20**

#### Kirkdale / Dartmouth Road Improvements

- 8.47 This scheme follows a 2014/15 feasibility study into public realm improvements to the local shopping area at Kirkdale (at the junction with Dartmouth Road). The main aim of this scheme is to improve the pedestrian environment and accessibility to help regenerate the shopping area. The work will consider the pedestrian environment, local cycling facilities, parking, loading and bus stop accessibility.

#### Burnt Ash Hill - Local Shopping Centre Improvements

- 8.48 This scheme follows a 2014/15 feasibility study into public realm improvements to the local shopping area on Burnt Ash Hill. The main aim of this scheme is to improve the pedestrian environment and accessibility to help regenerate the shopping area. The work will consider the pedestrian environment, local cycling facilities, parking, loading and bus stop accessibility.

#### Hither Green Lane (George Lane to Thornsford Road) - Local Shopping Centre Improvements

- 8.49 This scheme follows a 2014/15 feasibility study into public realm improvements to the local shopping area on Hither Green Lane between George Lane and Thornsford Road. The main aim of this scheme is to improve the pedestrian environment and accessibility to help regenerate the shopping area. The work will consider the pedestrian environment, local cycling facilities, parking, loading and bus stop accessibility.

### **Supporting Measures Programme**

#### Cycle Training

- 8.50 The Council coordinates and manages a programme of child and adult cycle training. In order to provide the training it is proposed that £153K of LIP funding be allocated in 2017/18 to deliver cycle training.
- 8.51 Lessons will be available to adults starting to cycle for the first time, returning to cycling or cyclists wanting to build skills and improve confidence on the road to cycle further distances e.g. to and from work. The broader aims are to make cycling part of more healthy lifestyles; reduce reliance on the private car; and encourage safer cycling with less cycle casualties.
- 8.52 It is also proposed to deliver child cycle training to year 6 pupils throughout the borough. The LIP reporting outputs include the numbers of adults and children given cycle training. This work fits well with Mayor for London's Cycling Vision that sets out an ambitious programme of routes, infrastructure and Supporting Measures to increase the use of cycling for travelling in London.

#### School Travel Planning

- 8.53 It is recommended that £100k be used in 2017/18 to continue to build on STP development programme delivered over the last eight years by monitoring and maintenance of STPs at all schools in the borough. This includes extensive consultation with whole school and local communities to identify and address barriers to using sustainable modes of transport. It will include projects to raise awareness and promotion of healthy lifestyles, active travel options, walking and cycling initiatives; resources and facilities to encourage behaviour change.

#### Road Safety Education, Training and Publicity

- 8.54 It is proposed to utilise £65k in 2017/18 for this important work which is likely to include:
- Powered Two Wheeler Publicity Campaigns
  - Young Driver Initiatives
  - Schools Safety / Healthy Walks
  - Secondary School Road Casualty Reduction Competition
  - Elderly Road Users Road Shows

#### Travel Awareness

- 8.55 It is proposed to use £44k in 2017/18 for a programme of initiatives, events, and publicity to raise awareness and use of sustainable modes of transport. This includes the promotion of active travel including national campaigns and local events such as Bike Week, Bike & Kite event, Car Free Day, Walking Works. It also includes training and support initiatives to promote independent travel for pupils with Special Educational Needs, or adults with learning difficulties.

#### Green Chain

- 8.56 The South East London Green Chain is an initiative by the London Boroughs of Bexley, Bromley, Greenwich, Lewisham and Southwark working in partnership to safeguard, enhance and promote the Green Chain open space for the enjoyment of all. It is recommended to utilise £10k of funding in 2017/18 to support promotional initiatives and improvements to paths and signs.

#### Local Transport Funding

- 8.57 This funding is allocated to boroughs by Transport for London to address local priorities. It is therefore proposed to use this funding: to deliver the Council's highest priority Small Scale Traffic Schemes; to fund feasibility studies and surveys for proposed or potential LIP schemes; or to develop the Council's policies and strategies on key transport issues affecting the borough.

### **9. Recommended Bridge Assessment and Strengthening Funding Bids**

9.1 Historically, highway authorities need to ensure that the railway authorities are aware of the highway authority's aspirations in terms of bridge loadings and highway requirements. Generally the highway authorities seek bridges capable of accommodating vehicles up to 40 tonnes. Network Rail however is only required to ensure that its bridges are capable of carrying 24 tonnes. Highway authorities need to provide the funding for its aspirations over and above the minimum standard set for Network Rail. Application for funding for bridge-related works is made via the LIP funding process and a jointly coordinated procedure of TfL and LoBEG, the latter being subject to a pan-London prioritisation procedure. The budget is ring-fenced to bridge activities and changes in allocations are managed by TfL/LoBEG independently of any LIP funding settlement. Table 2 below shows Lewisham priorities for bridge works in 2017/18, however, final allocations for bridge works in Lewisham will be a matter for TfL/LoBEG.

## 10. Recommended Principal Road Maintenance Funding Bid

10.1 The borough's principal roads have been assessed and prioritised on the basis of Detailed Visual Inspection and Scanner surveys. This year's LIP maintenance submission will be accompanied by an Asset Management Status Report which, in future years, may have a bearing on future allocations. Relevant information from the status report will be included in the State of the Borough Report which will be presented to a future Mayor & Cabinet meeting. Table 2 below shows the highest priority principal roads which are proposed for utilisation of the 2017/18 Principal Road Maintenance Funding.

**Table 2. Summary of 'Maintenance' Funding Bids Recommended for 2017/18**

Funding Stream	Proposal	Estimated Funding (£ ,000s)
		2017/18
Principal Roads*	1. Southend Lane ( <i>inc. j/w King Alfred Road to j/w Brookhouse Road, and j/w Stanton Road/Bell Green</i> )	479
	2. Evelyn Street ( <i>j/w Bestwood Street to j/w Grinstead Road</i> )	260
	3. <i>Baring Road</i>	210
Bridge Assessment & Strengthening	1. Brightfield Road (Deck Reconstruction)	750
	2. Vesta Road (subject to outcome of principle inspection report)	1,000
	3. Manor Park (subject to 16/17 assessment report)	1,000
	4. Blackhorse Road (refurbishment) 150k	150

\* The bid will include an additional 25% over the financial allocation of £383k as recommended in the LIP guidance (~£479k).

## **11. Major Scheme (existing)**

### Deptford High Street (north)

- 11.1 Deptford and New Cross are key opportunity areas for regeneration within the borough. The area is rich in cultural history and has an exciting music and arts culture.
- 11.2 Deptford High Street is an important local shopping area that has a thriving street market at its southern end several days/week. Deptford Railway Station is located at a relatively central position in the High Street. The station itself has recently been totally transformed with full accessibility and a new booking hall etc. Over the past few years the Deptford High Street area has seen rapid regeneration with new high quality residential accommodation, and a new school, swimming pool, library and Council/community facility (Deptford Lounge).
- 11.3 The southern section of Deptford High Street was recently the subject of a scheme funded through the “Outer London Fund” to make it into a restricted parking area with a “shared surface and minimal signing”.
- 11.4 The northern section also contains a large number of shops but remains a busy two-way traffic route with some kerbside limited time parking. Although the footway paving itself is relatively new the footways are narrow and offer a poor pedestrian environment that is exacerbated by the effects of a large amount of passing traffic. The passing traffic is particularly heavy in the peak periods where the road forms part of an east-west cut through from Deptford Church Street to the Rotherhithe area, and a one-way scheme for the high street will be considered through consultation.
- 11.5 Currently there are number of large residential developments planned in the north Deptford area including one on the former Convoys Wharf. This alone is expected to provide a mixed-use development of up to 419,100m<sup>2</sup> including up to 3,500 residential units, 15,500m<sup>2</sup> of employment floorspace, a river bus jetty and 1,840 car parking spaces.
- 11.6 The Convoys Wharf and other major developments such as Marine Wharf will substantially increase pedestrian movements in the area both for commuting and leisure. The northern end of Deptford High Street will form an important pedestrian link to Deptford Station, Wavelengths Swimming/Leisure Pools and Library as well as the shops, restaurants and street market.
- 11.7 A “Step 1” bid for Deptford High Street north was submitted to TfL for Major Scheme development funding in September 2014.. This bid was successful and Major Scheme development funding is currently being used to carry out survey work and scheme development. Implementation of the scheme is programmed for 2017.

## **12. Major Schemes (future proposed)**

## Lewisham High Street

- 12.1 As the borough's principal town centre, Lewisham is the area's primary retail, transport and cultural hub. It is also the focal point of a major regeneration programme across the borough, with the forthcoming Lewisham Gateway development set to continue the transformation of the townscape, building on recent developments and leisure centre at Loampit Vale.
- 12.2 The Lewisham Gateway development will redefine the town centre, and in particular the pedestrian experience between the arrival at Lewisham Station, a major sub-regional interchange, and the heart of the town centre.
- 12.3 These ambitious and exciting plans stretch as far as the main shopping area. However, the market area, which plays such a significant role in the vibrancy and retail offer of the town centre, is dilapidated and in need of significant structural investment. Over the years, a series of minor resurfacing and mitigation works have resulted in patchwork of interventions which, from a public realm point of view, could be vastly improved to create a more attractive and successful market that would provide a significant contribution to the town centre economy.
- 12.4 Lewisham High Street, which encompasses the market area, also continues southward towards the A20. This section of high street is a very busy and bustling stretch of road, where high pedestrian flows compete with a high number of bus and movements. A review of the function and design of this section of road would aim to improve the streetscape and the pedestrian environment, while recognising those essential access requirements for public transport.
- 12.5 In September 2014, a "Step 1" bid for Lewisham High Street was submitted to TfL for acceptance on the Major Scheme programme and development funding in future years. Although this bid was not successful, feedback from TfL was positive, and encouraged further bids from Lewisham once the existing major scheme in Deptford is substantially complete, so a refreshed bid will be submitted in September 2017. The bid will include the refurbishment of the market area and the improvement of pedestrian facilities in Lewisham High Street. However, even if accepted on the programme, the finite resources available would mean any scheme implementation would be several years in the future, probably no earlier than 2020.

## Deptford Church Street

- 12.6 Deptford and New Cross are key opportunity areas for regeneration within the borough. The area is rich in cultural history and has an exciting music and arts culture. The area includes four strategic development sites where developers will offer housing, business, leisure and education opportunities.
- 12.7 A programme of regeneration is well underway in Deptford town centre to provide for the future changes that these developments will bring with the anticipated increase in population (20-25,000 by 2025) and the subsequent

increased demand on local services. The regeneration includes the new fully accessible Deptford rail station, a new shared school and council building offering numerous facilities, completed improvements to library and leisure facilities at Wavelengths pool and improvements to parks and streets to offer better and safer walking and cycling routes.

- 12.8 A successful bid to the Outer London Fund means that major improvement works have been made to the southern section of Deptford High St. However the northern section of Deptford High Street would benefit from improvements especially with the extra pedestrian movements that are expected when large developments such as Convoys Wharf are built. Deptford Church St is a dual carriageway road which creates severance between the town centre and the “Creekside” area.
- 12.9 Improvements to both Deptford High Street and Deptford Church Street will enhance and compliment existing development of the area. Major schemes for these streets would seek to enhance the urban realm while with improving traffic flow and road safety. Projects would also improve access to alternative modes of transport through better cycling and walking routes, better connections to public transport, improved connections to green spaces.
- 12.10 The overall proposals for Deptford High Street and Deptford Church Street fit well with the MTS goals, challenges and outcomes, and in particular would support economic development and population growth through the regeneration of the local shopping area and market to allow it to thrive and meet the aspirations of both existing and future residents.
- 12.11 It must be noted that at the present time Thames Water have a major proposal that will affect the programming of improvements in Deptford Church Street. The effect of the Thames Water project, both during construction and following completion, will be monitored and considered as part of the future development of outline designs for a Deptford Church Street Major Project.

**Table 3. Summary of Major Scheme Priorities**

Funding Stream	Proposal	Funding (£ ,000s)	
		2017/18	2018/19
TfL	Deptford High Street (Step 1 bid approved)	672	1,800
TfL	Lewisham High Street (Step 1 bid in development)	0	250*
<b>Total</b>		<b>672</b>	<b>2,050</b>

\* estimated initial funding award for scheme development

### 13. Legal Implications

- 13.1 The Council's Local Implementation Plan is a statutory document that sets out how the Council proposes to implement the Mayor of London's Transport Strategy. It shows how the proposals cover the necessary policy, effects, projects, programmes implementing mechanisms, planning and activities. Resources assumptions and performance measures are also included.
- 13.2 By virtue of section 159, subsection 1, of the Greater London Authority Act 1999 (as amended) Transport For London (TfL) may give financial assistance to any body in respect of expenditure incurred or to be incurred by that body in doing anything which in the opinion of Transport for London is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London. (subsection1) Financial assistance may be given under this section by way of grant, loan or other payment. (subsection2).The financial assistance that may be given to any London authority under this section includes in particular assistance in respect of any expenditure incurred or to be incurred by the authority in discharging any function of a highway authority or traffic authority. (subsection 3). In deciding whether to give financial assistance to a London authority under this section, and if so the amount or nature of any such assistance, the matters to which Transport for London may have regard include—
- (a) any financial assistance or financial authorisation previously given to the authority by any body or person, and
  - (b) the use made by the authority of such assistance or authorisation.

Financial assistance, under this section, may be given subject to such conditions as Transport for London considers appropriate, including (in the case of a grant) conditions for repayment in whole or in part in specified circumstances.

The Mayor of London issued Guidance on Developing the second Local Implementation Plans in May 2010. This states that TfL will have regard to the following matters in relation to activities undertaken by a borough:

- Use of TfL funding for the programmes or proposals for which it was provided
- Removal or substantial alteration of works carried out or infrastructure installed, with the benefit of TfL funding, without the prior written consent of TfL
- Implementation of the goals, challenges, outcomes and manifesto commitments of the Mayor, as outlined in the MTS
- Other reasonable TfL requests for project management reports and other information relating to the provision of financial assistance

- 13.3 The Guidance also set out the conditions TfL imposes on financial assistance, namely the recipient authority is required to:
- Use funding for the purpose for which it was provided, except with prior written approval from TfL
  - Comply with the requirements as set out in the Guidance

In circumstances where the recipient breaches the above conditions, TfL may require repayment of any funding already provided and/or withhold provision of further funding. In circumstances where, in TfL's reasonable opinion, funding is being used, or is about to be used in breach of these requirements, TfL may suspend payments or withdraw funding pending satisfactory clarification.

13.4 TfL issued the Local Implementation Plan (LIP) 2015/16 to 2016/17 Delivery Plan, Interim Targets and Annual Spending Submission Guidance. The Guidance contains advice on how recent developments were reflected within the 2015/16 – 2016/17 LIP Delivery Plan and the setting of the new interim targets. This Guidance was read in conjunction with the May 2010 Guidance.

13.5 The current Annual Spending Submission is based on the requirements set out in TfL's document "Local Implementation Plan (LIP) 2016/17 Annual Spending Submission Guidance", as advised in the latest "Interim Local Implementation Plan (LIP) Annual Spending Submission Guidance: 2017/18".

13.6 The detailed proposals for the implementation of measures set out in body of this report are proposals which the Council in its various capacities, for example as the highway authority for the area has the necessary powers to implement in due course.

## **14. Financial Implications**

14.1 Transport for London's "Local Implementation Plan (LIP) 2016/17 Annual Spending Submission Guidance" has confirmed the allocations for the following funding streams in 16/17 as:

£2.292m	Corridors, Neighbourhoods and Supporting Measures*
£ 383k	Principal Road Maintenance
£ 100k	Local Transport Funding

14.2 Transport for London's latest "Interim Local Implementation Plan (LIP) Annual Spending Submission Guidance: 2017/18" has also confirmed the above allocations at the same levels for 17/18.

14.3 The Corridors, Neighbourhoods and Supporting Measures programme allocation of £2,292k is the final funding following TfL's top-slicing to allow for local transport funding, borough officer training and apprenticeships, and support through sub-regional partnerships. The proposals to submit the expenditure plans set out in this report will ensure full take up of this funding.

- 14.4 The additional funding for 2016/17, which has been carried forward from previous years, is confirmed by TfL as available for use via the TfL Portal.
- 14.5 Section 8.5 states that for planning purposes the 2018/19 and 2019/20 budgets are provisionally based on the confirmed allocation for 2017/18, with a 3% reduction as a contingency measure. The final programme for those years will be presented to members in a future report once the allocations are confirmed.
- 14.6 The funding for 'Bridge Assessment and Strengthening' is considered on a pan London basis by the 'London Bridge Engineering Group (LoBEG)' and the allocations for 2017/18 have not yet been notified. The programme spend will be contained within that allocation, once notified.

## **15. Environmental Implications**

- 15.1 The preparation of the Local Implementation Plan (LIP) has been accompanied by a parallel process of Strategic Environmental Appraisal (SEA). A part of that process involved the development of objectives against which the proposals in the LIP might be assessed.
- 15.2 With regards to cumulative effects the assessment suggest that with all the policies, schemes and measures implemented through the period of the LIP, there are likely to be significant positive effects on SEA objectives relating to health, air quality, promoting more sustainable modes of transport, promoting safer communities, improving road safety, and improving accessibility in the Borough.
- 15.3 The proposed schemes will reduce hazards and make the road environment more attractive for pedestrians and cyclists. It is considered that the imposition of restrictions on vehicle movement referred to in the report, will not adversely impact on either the national or the Council's own air quality strategies.

## **16. Equalities Implications**

- 16.1 The Council's Comprehensive Equality Scheme for 2016-20 provides an overarching framework and focus for the Council's work on equalities and help ensure compliance with the Equality Act 2010.
- 16.2 The Equalities Impact Assessment was carried out in 2011 because it pertains to the 2011 LIP Strategy, which is still the Council's adopted transport strategy and covers the period 2011-2031. The EAA has therefore been designed to reflect all the interventions which are delivered as part of the LIP, and so is not updated on an annual basis, but the EAA will next be reviewed when a new LIP Strategy takes effect, expected to be in 2018/19.
- 16.3 The Equalities Analysis Assessment (Appendix B) has been developed to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate changes made. The overall findings of the assessment

were that the proposals within the LIP do not discriminate or have significant adverse impacts on any of the protected characteristics.

16.4 Instead, the focus on improving access to services and better, safer streets will have broadly positive impacts on the local community. More specifically, the proposed schemes will reduce hazards for blind and partially sighted people, older people and those with impaired mobility.

## 17. Crime and Disorder Implications

17.1 The Sustainable Community Strategy reminds us that ‘Feeling safe is about more than crime and policing, it’s also about how an area looks and feels...’ Many of the recommended Corridor and Neighbourhood proposals seek help deliver the London Mayor’s ‘Better Streets’ objective, creating an environment that is well designed, looks well managed and cared for, thus aiding a sense of security.

17.2 Many of the schemes will also incorporate measures that address “Plans for the future” in the Sustainable Community Strategy to “Make new developments, open spaces and public facilities including the new and refurbished train stations, feel safe by ‘designing out’ crime, improving lighting and accessibility and dealing with vandalism and graffiti.”

## 18. Background documents and originator

Short Title Document	Date	File Location	Contact Officer	Exempt
London Mayor’s Transport Strategy	May 2010	<a href="http://www.london.gov.uk/priorities/transport/publications/mayors-transport-strategy">http://www.london.gov.uk/priorities/transport/publications/mayors-transport-strategy</a>	Simon Moss	
LIP 2011 - 2031	April 2011	<a href="http://www.lewisham.gov.uk/mayorandcouncil/aboutthecouncil/strategies/Documents/Local%20Implementation%20Plan%202011-31.pdf">http://www.lewisham.gov.uk/mayorandcouncil/aboutthecouncil/strategies/Documents/Local%20Implementation%20Plan%202011-31.pdf</a>	Simon Moss	
Local Implementation Plan (LIP) Delivery Plan 2014-17	2013	<a href="http://councilmeetings.lewisham.gov.uk/documents/s24781/Lewisham%20LIP%20submission.pdf">http://councilmeetings.lewisham.gov.uk/documents/s24781/Lewisham%20LIP%20submission.pdf</a>	Simon Moss	

If you have any queries on this report, please contact Simon Moss Tel No. 0208 314 2269, Transport, 4<sup>th</sup> Floor, Laurence House, Catford, SE6 4RU



## Appendix A

### 2016/17 Review, LIP Submission 2017/18, and indicative 5 year plan

	2016/17		LIP Submission 2017/18				Total 5 year LIP Allocation 2016-21
	(M&C v2015)	2016/17 Revised	2017/18 Confirmed	2018/19 Indicative	2019/20 Indicative	2020/21 Indicative	
			£000	£000	£000		
<b>Corridors Programme (with changes since M&amp;C*)</b>							
BUS STOP ACCESSIBILITY	100,000	100,000	10,000				110,000
ROAD SAFETY EDU., TRAIN & PUBLICITY	65,000	65,000	65,000	65,000	65,000	65,000	325,000
CYCLE TRAINING	153,000	153,000	153,000	153,000	153,000	153,000	765,000
NOISE AND AIR QUALITY	10,000	10,000	10,000	10,000	10,000	10,000	50,000
SCHOOL TRAVEL PLANNING	100,000	100,000	100,000	100,000	100,000	100,000	500,000
TRAVEL AWARENESS	44,000	44,000	44,000	44,000	44,000	44,000	220,000
COMPLETION OF PREVIOUS YEAR PROJECTS	30,000	30,000	30,000	30,000	30,000	30,000	150,000
SMALL TRAFFIC MANAGEMENT WORKS	20,000	20,000	30,000	30,000	30,000	30,000	140,000
COULGATE STREET NEIGHBOURHOOD *	10,000	360,000					360,000
DARTMOUTH ROAD NORTH # PED IMPROVEMENTS *	1,513,000	713,000	800,000	10,000			1,523,000
CROFTON PARK *	900,000	250,000	402,000	1,048,000			1,700,000
GREEN CHAIN	25,000	25,000	10,000	10,000	10,000	10,000	65,000
KIRKDALE / DARTMOUTH ROAD NEIGHBOURHOOD				250,000	753,000	522,000	1,525,000
BURNT ASH ROAD /HILL NEIGHBOURHOOD				250,000	573,000	57,000	880,000
MANOR LANE (FERNBROOK TO LEAHURST) *	40,000	420,000	10,000				430,000
SANGLEY RD / SANDHURST RD NEIGHBOURHOOD *	40,000	218,000	400,000				618,000
HITHER GREEN LANE (GGE LN TO THNFD RD)					255,000	1,002,000	1,257,000
GROVE PARK NEIGHBOURHOOD *	10,000	160,000					160,000
HITHER GREEN LOCAL TRAFFIC CORRIDOR *		50,000					50,000

**Proposed new Corridors schemes**

Air Quality MAQF2 Contribution	*	54,000	23,000	23,000			100,000
Avignon Road Contribution	*	50,000					50,000
Burnt Ash Hill Pre-works	*	60,000					60,000
Cycling Quietway Contribution	*	100,000					100,000
LIP3 Data Collection and Studies	*	80,000	5,000				85,000
Local Cycling Improvements	*	100,000	100,000	100,000	100,000	100,000	500,000
Road Safety Measures	*	180,000	100,000	100,000	100,000	100,000	580,000
Station Taxi Ranks	*	50,000					50,000
<b>Total Cost</b>		<b>3,060,000</b>	<b>3,392,000</b>	<b>2,292,000</b>	<b>2,223,000</b>	<b>2,223,000</b>	<b>12,353,000</b>
LIP allocation:		2,292,000	2,292,000	2,223,000	2,223,000	2,223,000	
Carry-over allocated to 2016/17:		768,000	768,000				
Plus carry-over previously allocated to 2017/18:			332,000				
<b>Total Funding</b>		<b>3,060,000</b>	<b>3,392,000</b>	<b>2,292,000</b>	<b>2,223,000</b>	<b>2,223,000</b>	<b>12,353,000</b>
<i>check:</i>			0	0	0	0	0



**Appendix B – LIP Equalities Impact Assessment**