

MAYOR & CABINET		
Report Title	Local Implementation Plan – Annual Spending Submission 2018/19	
Key Decision	Yes	Item No.
Ward	All	
Contributors	Executive Director for Resources and Regeneration	
Class	Part 1	Date: 4 October 2017

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 (2018/19). It also includes an indicative programme for future years (2019/20 and 2020/21) 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 However, 2018/19 will be a transitional financial year between the end of the second LIP period and the start of the third. A new Mayor's Transport Strategy (MTS) has been drafted and is expected to be adopted by the end of the 2017 calendar year. Boroughs will then be required to prepare new LIPs to come in to effect from April 2019.
- 1.4 Therefore the Annual Spending Submission for 2018/19 is based on:
 - Schemes already commenced or continuing in 2017/18;
 - Schemes planned and developed during 2017/18, and;
 - New schemes based on emerging MTS policy priorities.
- 1.5 It also means that indicative programmes for future years are subject to a full review of policy and funding priorities, resulting from the emerging new MTS.
- 1.6 This report also provides an update on the current LIP programme for 2017/18.

2. Purpose of the Report

2.1 This report includes a summary of the emerging priorities in the MTS, a brief description of the proposed LIP projects for delivery during the interim year of 2018/19, and seeks approval to submit the LIP Annual Spending Submission 2018/19 to TfL for their approval. It also provides an update on the current LIP programme for 2017/18.

3. Recommendation

3.1 The Mayor is recommended to approve the LIP Annual Spending Submission 2018/19 to TfL as set out in Tables 1-3 (sections 8, 10 and 11), and the updated programme for 2017/18 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 (LIP2) 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 2018/19 LIP funding have been shaped primarily by the LIP2 policy objectives, in the form of existing committed schemes and programmes.

4.5 In June 2017, TfL drafted a new Mayor's Transport Strategy (MTS) which is expected to be adopted by the end of the 2017 calendar year. Boroughs will then be required to prepare new LIPs to come in to effect from April 2019.

- 4.6 The new MTS, and the new LIP3 Guidance, are both at the consultation stage, so the priorities, policies and proposals therein have not been fixed, and so the 2018/19 financial year will be an interim period in terms of LIP policies and programmes.
- 4.7 However, there are current strategies and policy documents in places, such as A City for All Londoners, Healthy Streets for London and TfL's Business Plan to help inform borough planning for 2018/19. Therefore, the 2018/19 programme has been re-assessed in the light of these current and emerging policies which are expected to form the basis of the forthcoming LIP3.

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 2018/19 are not known 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 Priority and 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 2018/19 requires that submissions need to be made to TfL by Friday 20th October 2017.

6. The new Mayor's Transport Strategy and LIP3

6.1 On June 21 2017 Mayor of London, Sadiq Khan, published a draft of the Mayor's Transport Strategy. The document sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years, and it has three key themes, and 9 key outcomes.

Theme 1: Healthy Streets and healthy people

6.2 Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.

6.3 Outcomes:

1. Active: London's streets will be healthy and more Londoners will travel actively
2. Safe: London's streets will be safe and secure
3. Green: London's streets will be clean and green
4. Efficient: making more efficient use of our street network

Theme 2: A good public transport experience

6.4 Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.

6.5 Outcomes:

5. Connected Public Transport: more people will travel on an expanded public transport network
6. Quality Public Transport: journeys by public transport will be fast, comfortable and reliable
7. Accessible Public Transport: public transport will be affordable and accessible to all

Theme 3: New homes and jobs

6.6 More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

6.7 Outcomes:

8. Unlocking: support delivery of homes and provide better access to jobs, customers and suppliers
9. Good Growth: developments are sustainable, supported by public transport and active travel options

6.8 The draft MTS includes over a hundred policy proposals, but there are some headline policies, set out below, which are particularly relevant to the LIP process.

Healthy Streets

- 6.9 The key way the Mayor wants to deliver change on London's streets is through the Healthy Streets Approach. The Healthy Streets Approach provide a framework for putting human health and experience at the heart of planning our streets.
- 6.10 This includes a series of ten indicators by which future street improvements should be assessed:
- Pedestrians from all walks of life
 - People choose to walk, cycle and use public transport
 - Clean air
 - People feel safe
 - Not too noisy
 - Easy to cross
 - Places to stop and rest
 - Shade and shelter
 - People feel relaxed
 - Things to see and do

Car use and traffic reduction

- 6.11 The draft MTS is heavily focused on reducing car usage in London. The Mayor wants to reduce the need for Londoners to use their cars through improved public transport and an increase in walking and cycling. The Mayor's aim is that by 2041, 80% of all trips made by Londoners will be made on foot, cycling or by public transport. This is from 64% in 2015 and 56% in 2000.
- 6.12 The scale of this challenge is not to be underestimated. In 2015 there were 26.7million daily trips in London, with 9.6 million (36%) made by car. By 2041 it is predicted that there will be an additional 5 million daily trips. In order to meet this target, not only would all these trips need to be catered for sustainably, but two-thirds of existing car trips would also need to transfer to other modes.
- 6.13 This is particularly challenging towards outer London, where this target would require a more substantial investment in public transport and cycling infrastructure than is currently identified in TfL's Business Plan.
- 6.14 The MTS proposes to support borough traffic-reduction strategies which are in line with the Healthy Streets Approach, though it remains to be seen in practice how TfL will view schemes that impact negatively on the Red Routes.

Vision Zero

- 6.15 The Mayor, through TfL, the boroughs, police and enforcement authorities, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to

be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

Electric Vehicles

- 6.16 The Mayor will also seek to make London's transport network zero carbon by 2050, which involves, among other measures, accelerating the uptake of electric vehicles by developing a network of charging infrastructure.

LIP3

- 6.17 The new MTS sets out a new direction for transport policy in London, and will require the Borough to undertake a major review of LIP strategy and delivery. TfL is currently consulting on new guidance for Boroughs to develop their third Local Implementation Plans, LIP3.
- 6.18 The third round LIPs will become effective from April 2019. Boroughs are required to submit their LIPs to TfL as soon as reasonably practicable after the Mayor has published the revised MTS, and a first draft is currently expected by no later than 26 October 2018.

7. Developing the Interim annual spending submission

- 7.1 The programme for 2018/19 represents an interim year between LIP2 and LIP3, and as such, reflects elements of the existing LIP priorities and the emerging MTS policy direction.
- 7.2 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.
- 7.3 For the 2018/19 programme, many of the projects are continuing from previous years, requiring LIP funding to be completed. These projects have been cross-checked against the emerging MTS themes and outcomes set out in section 6, whilst also delivering various LIP2 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.
- 7.4 The indicative programmes for 2019/20 and 2020/21 will be subject to a full review as part of the development of the LIP3 strategy and delivery plans.

7.5 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).

8. LIP Annual Spending Submission 2018/19

8.1 In TfL's "Local Implementation Plan (LIP) 2018/19 Annual Spending Submission Interim Guidance", it has been confirmed that Lewisham will receive:

£2.273M	Corridors, Neighbourhoods and Supporting Measures*
£318K	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 2018/19, which will form the Council's Annual Spending Submission to TfL.

8.4 While TfL have not announced LIP funding levels for 2019/20 and beyond, the programme includes projects funded over a period of more than 12 months. The indicative programmes for 2019/20 and 2020/21 will be subject to a full review as part of the development of the LIP3 strategy and delivery plans.

8.5 To allow tentative programming of Corridors Neighbourhoods and Supporting Measures estimated allocations for future years assume a £50k reduction from 2018/19 (the reduction in the previous year was £19k). 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, Major Schemes, which are to be rebranded under the new MTS as candidate Liveable Neighbourhoods schemes, are to be recommended through the LIP programme for funding (see Table 3).
- 8.8 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 2018/19 (and indicative programme for 2018/19 and 2019/20, subject to LIP3 review)

LIP Corridors, Neighbourhoods and Supporting Measures Programme	Proposed Funding £'000		
	2018/19	2019/20	2020/21
Scheme name		Subject to LIP3 review	
Road Safety Education, Training and Publicity	65	65	65
Cycle Training	153	153	153
Noise and air quality	100	100	100
School Travel Planning	100	100	100
Travel Awareness	44	44	44
Completion of previous years schemes	30	30	30
Bus Stop Accessibility	40		
Small traffic management works	70	30	30
Crofton Park Corridor	830	727	
Kirkdale / Dartmouth Road Neighbourhood		250	753
Burnt Ash Hill Neighbourhood		250	350
Sangley Road / Sandhurst Road	348		
Hither Green Lane (George Lane to Thornford Road)		225	350
Air Quality MAQF2 Contribution	23		
LIP3 Data Collection and Studies	10		
Local Cycling Improvements	100	100	100
Road Safety Measures	200	100	100
Local Pedestrian Improvements	160	49	48
Total	2,273	2,223	2,223

Corridors and Neighbourhoods Programme 2018/19

- 8.9 The following paragraphs set out a brief description of each scheme proposed for 2018/19, as well as an explanation of any proposed changes to the allocations for the current year 2017/18.

Noise and Air Quality

- 8.10 The Council has developed an Air Quality Action Plan in order to tackle poor air quality and reduce the impact of health. There are a number of Air Quality Management Areas in the borough where poor air quality exceeds levels set by DEFRA.
- 8.11 Air Quality is a significant priority in the emerging MTS, which supports measures to improve air quality, particularly the development of electric vehicle charging infrastructure.
- 8.12 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.
- 8.13 For the interim year 2018/19, it is proposed to increase the allocation of LIP funding for Air Quality, to reflect the new MTS priorities. The annual £10k will be retained 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. In addition, £90k will be allocated to support the development of electric vehicle charging infrastructure.

Completion of previous years' schemes

- 8.14 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 2018/19. 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 2018/19.

Bus Stop Accessibility

- 8.15 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 95% of the bus stops on borough roads meet those access standards,

meeting the Borough's target. However, a further allocation of £40k is recommended to bring as many of the remaining bus stops as possible up to the required standard, though a small number not be feasible due to site constraints.

Small traffic management works.

- 8.16 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.
- 8.17 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.
- 8.18 Demand for traffic schemes has increased dramatically as a result of heightened concerns about air quality, expectations linked to new 20mph limits, and emerging MTS priorities, such as "Healthy Streets", "Vision Zero" (new target for zero KSIs) and removal of traffic from residential streets.
- 8.19 Therefore, for the interim year 2018/19, it is recommended that an increased allocation of £70k is allocated from the Corridors and Neighbourhoods' programme in 2018/19 to allow more of these schemes with the highest priority and "value" to be implemented.

Crofton Park Corridor

- 8.20 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.
- 8.21 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.

- 8.22 Having been prioritised on the basis of safety and air quality, the project has been cross-checked and performs well against the Healthy Streets Indicators.
- 8.23 The project is now moving towards the detailed design stage, following public consultation and dialogue with key stakeholders. The costs for the scheme have been re-profiled to reflect delivery timescales, due in part to the need to find sufficient funding within the programme. The 2017/18 allocation has been revised to £50k, to cover the detailed design costs which will be incurred in the current financial year. An allocation of £830k is proposed in 2018/19 and £727k in 2019/20 for implementation of major works on site.

Sangley Road / Sandhurst Road Improvements

- 8.24 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.
- 8.25 The scheme is planned to commence on site in 2017/18 with an allocation of £320k, followed by an allocation of £348k proposed for 2018/19 to complete the scheme.

Dartmouth Road North

- 8.26 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.
- 8.27 Design work taken forward following proposals developed by the local community, and following consultation, the project is currently on site. The works 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.
- 8.28 The scheme cost is approximately £1.5million, and in October 2016 it was proposed that the scheme be started in 2016/17 and completed in 2017/18, with £800k of costs in the current financial year. However, the delivery on site has fallen wholly within the 2017/18 programme, and the revised allocation for 2017/18 is £1.5million.

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 In 2015, the scheme was approved for delivery in 2017/18. Efforts were made to accelerate scheme delivery into 2016/17, with only £10k remaining for delivery in 2017/18. However, those efforts were only partially successful and the bulk of scheme costs fell in 2017/18 as originally planned. The 2017/18 allocation has therefore been increase from £10k to £557k.

Air Quality MAQF2 Contribution

- 8.31 The Council has submitted a successful bid to TfL for Round 2 of the Mayor's Air Quality Fund (MAQF2). The bid sought £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 required £100k of match funding which was proposed to be allocated from LIP, with £54k in 2016/17, £23k in 2017/18, and £23k in 2018/19.

LIP3 Data Collection and Studies

- 8.32 A new draft LIP strategy document will be required by October 2018, which will require data collection, studies and strategy development as part of the evidence base. An allocation of £10k is proposed in 2018/19.

Local Cycling Improvements

- 8.33 A Cycling Strategy is currently being developed for formal adoption in consultation with local cycling group, Lewisham Cyclists. An annual LIP allocation of £100k is proposed to support the delivery of identified local improvements to the cycle network.

Road Safety Measures

- 8.34 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 funding 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.
- 8.35 A road safety infrastructure plan is to be proposed as part of the development of LIP3 which will respond to the MTS, which supports the introduction of

20mph limits, along with other safety measures aimed at progress towards Vision Zero, and supporting Healthy Streets objectives around schools.

- 8.36 To reflect these emerging MTS priorities, as well as the Borough's 20 mph limit, an increase allocation of £200k is also proposed for the interim year of 2018/19, and provisionally £100k on an annual basis thereafter.

Local Pedestrian Improvements

- 8.37 In response to the Healthy Streets agenda, a new LIP allocation is recommended for the interim LIP year of 2018/19 to make local improvements for pedestrians. This may include, for example, improving streetscapes to tackle local barriers to walking, or minor streetscape works to allow the introduction of electric vehicle charging points, cycle shelters, or new street trees.
- 8.38 An allocation of £160k is proposed in 2018/19, for schemes such as the widening of the footway on Dartmouth Road, to improve the pedestrian route between the Sydenham School and the pedestrian crossing. Provisional allocations have also been included for 2019/20 and 2020/21, to be reviewed as part of the development of LIP3.

Provisional schemes proposed to commence in 2019/20 and 2020/21

- 8.39 The indicative programmes for 2019/20 and 2020/21 will be subject to a full review as part of the development of the LIP3 strategy and delivery plans. As such, the scope, timing and relative priority of the following schemes will be reviewed in view of emerging MTS and local priorities.

Kirkdale / Dartmouth Road Improvements

- 8.40 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

- 8.41 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

- 8.42 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

- 8.43 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 2018/19 to deliver cycle training.
- 8.44 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.
- 8.45 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

- 8.46 It is recommended that £100k be used in 2018/19 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

- 8.47 It is proposed to utilise £65k in 2018/19 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

- 8.48 It is proposed to use £44k in 2018/19 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

- 8.49 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. Pending a review of the delivery model for the Green Chain, there is no current allocation in either 2017/18 or beyond, although this will be kept under review should the group recommence active promotional initiatives or improvements to paths and signs.

Principal Road Renewal

- 8.50 In addition to the 2017/18 work proposed on Southend Lane, improvements have been planned to respond to the deterioration of surfaces on the A212 Catford Hill – Perry Hill.

Local Transport Funding

- 8.51 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 2018/19, 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 2018/19 Principal Road Maintenance Funding.

Table 2. Summary of 'Maintenance' Funding Bids Recommended for 2018/19

Funding Stream	Proposal	Estimated Funding (£ ,000s)
		2018/19
Principal Roads	1. Baring Road (A205 to Borough boundary)	322
	2. Southend Lane	80
	3. Evelyn Street (<i>j/w Bestwood</i>)	
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 assessment report)	1,000
	4. Blackhorse Road (refurbishment)	150

* The bid will include an additional 25% over the financial allocation of £318k as recommended in the LIP guidance (~£397k).

11. Major Schemes / Liveable Neighbourhoods

11.1 In recent years the Council has been successful in attracting Major Scheme funding, with the Sydenham Town Centre scheme, delivered in 2013, followed

by the Deptford High Street Scheme, which was awarded funding in 2014 and is currently being delivered on site.

- 11.2 In line with the Healthy Streets Approach, a new Liveable Neighbourhoods programme will replace the LIP Major Schemes programme to deliver transformational streetscape improvements.
- 11.3 The Liveable Neighbourhoods programme aims to implement exemplar Healthy Streets interventions in areas of London where the street environment does not currently make walking, cycling and public transport the obvious choice for getting around. Part of the wider TfL Healthy Streets Approach: puts people, not traffic, at the heart of the decision making.
- 11.4 The programme will be managed by the Borough Projects and Programmes team at TfL, with £85.9m allocated to Liveable Neighbourhoods up to 2021-22, and funding available through a bidding process.
- 11.5 The programme is intended for schemes with a value of between £1million and £10million. Smaller schemes will therefore continue to be part of the LIP Corridors programme.

Lewisham High Street

- 11.6 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.
- 11.7 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.
- 11.8 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.
- 11.9 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.

- 11.10 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, under the Liveable Neighbourhoods programme, can now be considered. The bid would include the refurbishment of the market area and the improvement of pedestrian facilities in Lewisham High Street.
- 11.11 However, with the development of the Bakerloo Line Extension, and the potential development of other key sites in the town centre, there is currently uncertainty about, and opportunities for, the role and potential design concepts for the high street, and so implementation would be several years in the future, probably no earlier than 2020.

Deptford Church Street

- 11.12 Deptford and New Cross are key opportunity areas for regeneration within the borough. A programme of regeneration is well underway in Deptford town centre to provide for future changes, an anticipated increase in population, and the subsequent increased demand on local services.
- 11.13 The major improvement works to Deptford High Street will benefit pedestrian movements to the north and south, especially the proposed route to Convoys Wharf. However, Deptford Church Street is a dual carriageway road which creates severance between the town centre and the “Creekside” area.
- 11.14 Improvements to Deptford Church Street would enhance and compliment existing development of the area. A liveable Neighbourhoods scheme would seek to enhance the pedestrian environment which is currently dominated by motorised traffic. The projects would also improve access to alternative modes of transport through better cycling and walking routes, better connections to public transport, and improved connections to green spaces.
- 11.15 The proposals for Deptford Church Street fit well with the emerging MTS and Healthy Streets agenda. However, it must be noted that at the present time Thames Water have a major proposal affecting 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.

Canal Approach Greenway Link

- 11.16 This project proposes to create a series of new Healthy Streets schemes to improve cycle and pedestrian connectivity, reduce car travel, and provide attractive places for people to socialise and relax.
- 11.17 The main element is to create a world class traffic-free greenway for walkers and cyclists between New Cross and Central London by restoring full public access to Canal Approach via Black Horse Bridge.
- 11.18 The greenway will provide the vital link in connecting south east London with The Thames Path, central London and the Mayor of London's proposed walking and cycling bridge between Rotherhithe and Canary Wharf and the proposed Bermondsey/Surrey Canal Overground station. The greenway will also connect Transport for London's Quietway 1 route which takes cyclists between Waterloo and Greenwich and the proposed Cycle Superhighway 4.
- 11.19 Another key element of the project is a Healthy Streets proposal for Rolt Street. The concept design envisions the street as an extension to Folkestone Gardens with provisions to walk, cycle, sit, stay, and play. The scheme transforms the space by binding together elements of historical and cultural importance with design solutions created by the local community. New commercial space will be created for a bike hire building enabling people to cycle traffic-free between Folkestone Gardens and Fordham Park.
- 11.20 The proposal has been developed through a participatory design process completely inspired by local community design ideas. It has also been shortlisted for Healthy Street Proposal of the Year at the 2017 Healthy Streets Awards.
- 11.21 On 4th September 2017, an Expression of Interest was submitted to the GLA's Good Growth Fund, to highlight the benefits of the scheme and the supporting role it will play in the successful delivery of major developments in the area, in line with the Council's North Lewisham Links Strategy.
- 11.22 If the initial bid is successful, a detailed application will be submitted to the GLA by 2nd December 2017, for inclusion in the first tranche of the programme. The bid will seek up to £800k of GLA Good Growth Funding to contribute to the Liveable Neighbourhoods funding bid.

Creekside

- 11.23 Given the rapid development taking place and the existing array of cultural facilities, Creekside will be a busy, lively and interesting place to be. The key opportunity is to create a welcoming, legible, connected and generous street for this activity take place.

- 11.24 A series of arrival spaces and activity zones could offer a rhythm to the street, positioned along an improved spine that addresses pedestrian movement and enhances the perception of the area as a unique, historically rich place.
- 11.25 Early-stage concept designs have been developed with a view to the application of developer contributions which are earmarked for the street improvements.

Table 3. Summary of Liveable Neighbourhood Priorities for 2018/19

Priority	Proposal	Funding Stream
1	Canal Approach Greenway Link	TfL, s106, Good Growth Funding
2	Creekside	TfL, s106
3	Lewisham High Street	TfL, s106
4	Deptford Church Street	TfL, s106

12. Legal Implications

- 12.1 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.
- 12.2 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

12.3 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.

12.4 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.

12.5 As an interim year, the current Annual Spending Submission remains substantively 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 "Local Implementation Plan (LIP) 2018/19 Annual Spending Submission Interim Guidance".

12.6 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.

13. Financial Implications

13.1 In TfL's "Local Implementation Plan (LIP) 2018/19 Annual Spending Submission Interim Guidance", it has been confirmed that Lewisham will receive:

£2.273M	Corridors, Neighbourhoods and Supporting Measures*
£318K	Principal Road Maintenance
£100K	Local Transport Funding

13.2 The Corridors, Neighbourhoods and Supporting Measures programme allocation of £2,273k 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.

13.3 Section 8.5 states that for planning purposes the 2019/20 and 2020/21 budgets are provisionally based on a £50k reduction from the confirmed allocation for 2018/19. The final programme for those years will be presented to members in a future report once the allocations are confirmed.

13.4 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 2018/19 have not yet been notified. The programme spend will be contained within that allocation, once notified.

13.5 The additional funding of £700k for 2017/18, the Local LIP Contribution, has been identified within the Council's Capital Programme, and is fully offset by funds carried forward from previous years.

14. Environmental Implications

14.1 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.

- 14.2 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.
- 14.3 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.

15. Equalities Implications

- 15.1 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.
- 15.2 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.
- 15.3 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.
- 15.4 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.

16. Crime and Disorder Implications

- 16.1 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.

16.2 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.”

17. Background documents and originator

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

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

Appendix A

			LIP Submission 2018/19			Total 4 yr Allocation
	2017/18	2017/18	2018/19	2019/20	2020/21	
	(M&C 2016)	Revised	Confirmed	Subject to LIP Review	Subject to LIP Review	
			£000	£000	£000	
Road Safety Education, Training and Publicity	65	65	65	65	65	260
Cycle Training	153	153	153	153	153	612
Noise and air quality	10	10	100	100	100	310
School Travel Planning	100	100	100	100	100	400
Travel Awareness	44	44	44	44	44	176
Completion of previous years schemes	30	30	30	30	30	120
Bus Stop Accessibility	10	50	40			90
Small traffic management works	30	30	70	30	30	160
Green Chain	10					0
Dartmouth Road North	800	1500				1500
Manor Lane	10	500				500
Crofton Park Corridor	402	50	830	727		1607
Kirkdale / Dartmouth Road Neighbourhood				250	753	1003
Burnt Ash Hill Neighbourhood				250	350	600
Sangley Road / Sandhurst Road	400	320	348			668
Hither Green Lane (George Lane to Thornford Rd)				225	350	575
Air Quality MAQF2 Contribution	23	23	23			46
LIP3 Data Collection and Studies	5	7	10			17
Local Cycling Improvements	100	100	100	100	100	400
Road Safety Measures	100	10	200	100	100	410
Local Pedestrian Improvements			160	49	48	257
Total Cost	2,292	2,992*	2,273	2,223	2,223	9,711
Total Funding	2,292	2,992*	2,273	2,223	2,223	9,711

*includes £700k Local LIP Contribution

Appendix B – LIP Equalities Impact Assessment