

MAYOR & CABINET		
Report Title	Draft Transport Strategy and Local Implementation Plan 2019-2041 (LIP3)	
Key Decision	Yes	Item No
Ward	All	
Contributors	Executive Director for Resources & Regeneration	
Class	Part 1	Date: 20 September 2018

1. Summary

- 1.1. This report outlines the process for developing the Council's third Transport Strategy and Local Implementation Plan 2019 - 2041 (LIP3). A copy of the draft LIP3 document can be found in the Appendix 1.
- 1.2. The LIP3 forms part of the Council's policy framework. Whilst drafting the LIP3, all relevant plans and strategies have been taken into consideration. Objectives and proposals recommended for LIP funding have been shaped and prioritised by the Mayor of London's Transport Strategy (MTS) objectives (Background Document 1), along with an informal borough wide web based consultation, whilst recognising the need for a balanced programme and acknowledging that several projects are already committed.
- 1.3. This will be the third LIP for the London Borough of Lewisham, covering the same period as the newly adopted Mayor's Transport Strategy (MTS) up to 2041. It also takes into account the transport elements of the draft London Plan and other relevant Mayoral and local policies.
- 1.4. In addition to setting out long term goals and transport objectives for the London Borough of Lewisham for the next 20 years, it includes delivery proposals for the three year period 2019/20 - 2021/22 and sets out the targets and outcomes the borough are seeking to achieve. A more detailed delivery plan just for the first financial year of the plan (2019/20), also needs to be submitted to TfL for approval by 2 November 2018, which can be found in Appendix 2.

- 1.5. This LIP is a statutory document prepared under section 145 of the GLA Act and identifies how the London Borough of Lewisham will work towards achieving the MTS goals of:
- **Healthy Streets and healthy people.**
 - **A good public transport experience.**
 - **New homes and jobs.**
- 1.6. The borough commissioned transport consultancy, Project Centre, to help develop LIP3 alongside council officers. A Strategic Environmental Assessment (SEA) and an Equality Impact Assessment (EQIA) are also being undertaken to ensure compliance with statutory responsibilities and these documents will be made available as part of the public consultation in late September 2018.
- 1.7. For this edition of the LIP, TfL has given boroughs the option of using a model template to help produce their LIP3. The benefit of using the TfL template is that it sets out clear a four chapter structure, identifying the 24 compulsory requirements that each LIP3 must contain. Lewisham's LIP3 broadly follows this template:
- **Chapter 1 Introduction and Statutory content.**
 - **Chapter 2 Borough and Transport Objectives.**
 - **Chapter 3 Delivery Plan.**
 - **Chapter 4 Targets and Monitoring**
- 1.8. On the 4th October 2017, Mayor and Cabinet approved Lewisham's annual spending submission to TfL for 2018/19, an interim year between LIP2 and LIP3 (see Background Document 2). Along with this submission there was a provisional three year delivery plan assuming a lower level of LIP funding year on year, based on existing projects and the previous MTS objectives. This previous LIP2 programme will be superseded by the new LIP3 programme and projects contained within it, based on prioritisation against the new MTS objectives. As a result this may mean certain schemes programmed under the old LIP2 no longer feature as borough priorities moving forward. Notably this includes a number of town centre schemes that do not sufficiently deliver the new MTS objectives noted in section 4.4-4.6, as stand-alone schemes. However, there is potential for these to be incorporated into the Healthy Neighbourhoods programme, as described in section 9.6, dependent on an assessment of priorities within this programme.
- 1.9. This report provides a summary of how the LIP3 has been prepared, its contents, the key issues arising and proposes approval of the draft LIP3 for consultation and submission to TfL for assessment and ultimately formal approval by the London Mayor.

2. Purpose of the Report

- 2.1 This report seeks approval to submit the Draft Transport Strategy and Local Implementation Plan 2019-2041 (LIP3), and associated documents, for public

consultation and submission to Transport for London. TfL will review the draft to ensure it meets the core requirements specified in LIP3 Guidance to the boroughs. Officers will make any necessary amendments to take on board this feedback and also comments from the wider public consultation. A revised version will be submitted to Mayor & Cabinet in early 2019 for approval, prior to re-submission to TfL and formal approval by the London Mayor.

3. Recommendations

- 3.1 The Mayor is recommended to approve the draft of the Third Transport Strategy and Local Implementation Plan 2019-2041 (LIP3), for public consultation and submission to TfL, for comment, in late September 2018.
- 3.2 The Mayor is recommended to approve the LIP Annual Spending Submission for 2019/20 to TfL as set out in Appendix 2.
- 3.3 The Mayor is recommended to delegate authority to the Executive Director for Resources & Regeneration, for minor changes to the draft LIP in the lead up to the public consultation and submission to Transport for London, and for further detail to be included in the 2019/20 Annual Spending Submission, as necessary. This will be done in consultation with the appropriate Cabinet Member.
- 3.4 The Mayor is recommended to delegate authority to the Executive Director for Resources & Regeneration, for approval of the accompanying draft SEA and EIA for the purposes of consultation and submission to TfL.

4. Policy Context

- 4.1 The LIP itself forms part of the Council's policy framework, and it is consistent with other parts of this framework. It supports the achievements of the Sustainable Community Strategy policy objectives:
 - Safer: where people feel safe and live free from crime, antisocial behaviour and abuse;
 - Clean green and liveable: where people live in high quality housing and can care for and enjoy their environment and
 - Dynamic and prosperous: where people are part of vibrant communities and town centres, well connected to LondonIt also supports the Council policy priorities:
 - Clean, green and liveable: improving environmental management, the cleanliness and care for roads and pavements and promoting a sustainable environment and
 - Strengthening the local economy: gaining resources to regenerate key localities, strengthen employment skills and promote public transport.
- 4.2 Proposals recommended for LIP funding have been shaped and influenced by these objectives, whilst recognising the need for a balanced programme and acknowledging the fact that several projects are already committed.

- 4.3 LIP funding is provided by TfL to help support delivery of proposals in LIPs, that implement the objectives found in the London Mayor's Transport Strategy (MTS). The Greater London Authority Act requires each London local authority to prepare a plan (a LIP) to help implement the MTS within their area, as soon as reasonably practicable after publication of the MTS. The MTS was published in March 2018, alongside statutory guidance to London boroughs on LIPs (see Background Document 3).
- 4.4 A key theme within the MTS, is the 'Healthy Streets' approach, which aims to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business. See figure 3 page 37 of Background Document 1 (the MTS) for the 10 indicators chart that show a what elements makes a successful Healthy Street.
- 4.5 The Healthy Streets Approach applied to the whole transport system will help create:
- **Healthy Streets and healthy people:** streets make up 80% of London's public spaces - making them Healthy Streets will improve the quality of life for everyone in London
 - **A good public transport experience:** public transport is the most efficient way for people to travel distances that are too long to walk or cycle. A seamless, 'whole-journey' experience will provide an attractive alternative to using the car
 - **New homes and jobs:** London needs 65,000 new homes every year to meet demand, plus around 1.3 million more jobs by 2041. Healthy Streets reshape London and make sure it grows in a way that improves the quality of life for everyone
- 4.6 The 2018 MTS sets nine outcomes/indicators that LIP proposals should seek to influence at a local level and against which performance will be assessed. These outcomes are detailed in the three tables (1-3) below:

Table 1 – Healthy Streets and Healthy People

Healthy Streets and healthy people By 2041, the strategy is expected to have delivered the following outcomes:	
London's streets will be healthy and more Londoners will travel actively (see Policy 2)	
<p>All Londoners to be doing a healthy level of activity through travel</p> <p>Everyone who is able to should be sufficiently active for health through their regular travel, demonstrated by 70 per cent of people reporting two periods of ten minutes spent walking or cycling on the previous day.</p>	<p>Walking or cycling will be the best choice for shorter journeys</p> <p>Seventy per cent of Londoners will live within 400m of the London-wide strategic cycle network. The walking environment will be appealing so that 3 to 5 million more trips could be made by active modes every day.</p>
London's streets will be safe and secure (see Policies 3 and 4)	
<p>Aim for there to be no deaths or serious injuries on London's streets</p> <p>A 65 per cent reduction in the number of people killed or seriously injured on London's streets by 2022 (against 2005-09 levels) and a 70 per cent reduction by 2030 (against 2010-14 levels). By 2030, no one will be killed in or by London buses.</p>	<p>Everyone will be able to feel safe and secure when travelling on the street</p> <p>The proportion of people who say that they do not feel safe walking by themselves in their local area – currently one in four people – will fall, and fewer people will say that they are deterred from travelling by safety concerns.</p>

Healthy Streets and healthy people (continued) By 2041, the strategy is expected to have delivered the following outcomes:		
London's streets will be used more efficiently and have less traffic on them (see Policy 5)		
<p>Falling car ownership and use</p> <p>There will be at least 3 million fewer daily car trips and one quarter of a million fewer cars owned in London.</p>	<p>Less road freight transport at peak times in central London</p> <p>A 10 per cent reduction in morning peak freight transport in central London by 2026.</p>	<p>Traffic will fall and congestion kept in check, allowing more efficient operations</p> <p>Falling car use and more efficient freight activity reduces overall traffic levels by 10-15 per cent. Traffic congestion remains broadly at today's levels during peak periods.</p>
London's streets will be clean and green (see Policies, 6, 7, 8 and 9)		
<p>London's transport will be on track to be zero emission by 2050</p>		<p>Streets will be greener and not too noisy</p>
<p>A 72 per cent reduction in CO₂ emissions from transport (excluding aviation, 2013 base) in London, with road and rail transport on a clear trajectory to reach zero carbon by 2050.</p>	<p>A 94 per cent reduction in road transport NO_x emissions, and compliance with legal limits for NO₂ levels on London's streets.</p>	<p>A 53 per cent reduction in road transport PM_{2.5} and 45 per cent reduction in road transport PM₁₀ emissions.</p>
<p>Transport schemes will deliver a net positive impact on biodiversity. Fewer people will be affected by noise from traffic. The transport system will be more resilient to effects of climate change.</p>		

Table 2 - A good public Transport experience.

A good public transport experience By 2041, the strategy is expected to have delivered the following outcomes:		
The public transport network will meet the needs of a growing London (see Policies 10, 17, 18 and 19)		
<p>Between 14 and 15 million trips will be made by public transport every day</p> <p>Total travel will increase by around 55 per cent on London's buses and nearly 100 per cent on the Tube and rail network (measured by passenger kilometres).</p>	<p>The public transport network will offer new connections and more frequent services</p> <p>Total capacity on rail services (London Underground, DLR, tram and national rail) will increase by around 90 per cent, with more than 80 million additional seat kilometres.</p>	<p>The Thames will be used more for passengers and freight</p>
Public transport will be safe, affordable and accessible to all (see Policies 11, 12, 14 and 20)		
<p>Everyone will be able to travel safely throughout the entire transport system</p>	<p>Everyone will be able to travel spontaneously and independently</p>	
<p>The Mayor has frozen fares to make travel more affordable</p> <p>The Mayor will seek to ensure public transport fare levels enable affordable access to travel for all Londoners, including any devolved rail services in TfL's affordable fares pledge.</p>	<p>On average, the amount of extra time spent travelling to make a journey on the step-free network compared to the same journey on the full network will reduce by around 60 per cent. Travel time, customer care and the overall accessibility of the network will also be improved.</p>	
Journeys by public transport will be pleasant, fast and reliable (see Policies 13, 15 and 16)		
<p>Bus journeys will be quick and reliable – an attractive alternative to the car</p> <p>Bus speeds will improve by approximately 5-15 per cent London-wide, with particular improvements expected in inner London.</p>	<p>Rail and Tube journeys will be less crowded, despite rising passenger volumes</p> <p>Crowding on rail and Underground services will reduce by around 10-20 per cent compared to today, measured in terms of the total crowded distance compared to total distance travelled.</p>	

Table 3 - New homes and Jobs.

New homes and jobs By 2041, the strategy is expected to have delivered the following outcomes:				
Active, efficient and sustainable travel will be the best option in new developments (see Policy 21a)				
<p>Car dependency will be reduced and more people will live in well-connected areas</p> <p>Fewer London residents will be dependent on a car to access opportunities and services. About 1 million more people will be living in places with the best transport connections.</p>	<p>Across London, improved rail and bus services will improve connectivity</p> <p>In total, 7.6 million people will live within 45 minutes' travel time of central London, 2.3 million more than today. The number of jobs accessible to the average Londoner within 45 minutes by public transport will increase by 70 per cent.</p>			
Transport investment will unlock the delivery of new homes and jobs (see Policy 21b)				
<p>Rail capacity to central London will increase by more than 80 per cent, with new public transport services improving connectivity and reducing crowding, enabling the delivery of new homes across London</p> <table border="0" style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 5px; vertical-align: top;"> <p>Crossrail 2 will provide new direct connections through central London, relieving crowding and supporting 200,000 new homes and 200,000 new jobs.</p> </td> <td style="border-right: 1px solid black; padding: 5px; vertical-align: top;"> <p>The Bakerloo line extension will enable more than 25,000 new homes and 5,000 jobs in the Old Kent Road Opportunity Area.</p> </td> <td style="padding: 5px; vertical-align: top;"> <p>An extension of the DLR to Thamesmead could enable up to 17,000 new homes and around 3,000 new jobs.</p> </td> </tr> </table> <p>Development will also be supported by bus service improvements</p> <p>Transport for London land will, where possible, be brought forward for development</p> <p>New places where transport infrastructure could enable more intensive development will be identified, with transport land used to deliver housing where possible. By 2020/21, TfL will start on the property development sites that will deliver 10,000 homes.</p>		<p>Crossrail 2 will provide new direct connections through central London, relieving crowding and supporting 200,000 new homes and 200,000 new jobs.</p>	<p>The Bakerloo line extension will enable more than 25,000 new homes and 5,000 jobs in the Old Kent Road Opportunity Area.</p>	<p>An extension of the DLR to Thamesmead could enable up to 17,000 new homes and around 3,000 new jobs.</p>
<p>Crossrail 2 will provide new direct connections through central London, relieving crowding and supporting 200,000 new homes and 200,000 new jobs.</p>	<p>The Bakerloo line extension will enable more than 25,000 new homes and 5,000 jobs in the Old Kent Road Opportunity Area.</p>	<p>An extension of the DLR to Thamesmead could enable up to 17,000 new homes and around 3,000 new jobs.</p>		

5. 2018/19 Interim year LIP

- 5.1 As indicated, much of the investment the Council makes in streets and transport employs funds provided by TfL to support delivery of these proposals, through a number of named funding programmes such as LIP, Liveable Neighbourhoods and Cycle Quietways.
- 5.2 The annual spending submission which details how the borough intends to spend its annual TfL LIP allocation was presented for formal approval by Mayor and Cabinet on 4th October 2017 (Background Document 2). High level totals for the five main programmes are detailed below:
- Corridors, Neighbourhoods and Supporting Measures **£2.273 million**
 - Principal Road Maintenance **£200,000**
 - Local Transport Fund **£100,000**
 - Go Ultra Low Cities Scheme (EV charging grants) **£300,000**
 - Liveable Neighbourhoods **£157,000** (initial funding of potential funding of 1.54m for Deptford Parks Scheme)

- 5.3 This year (2018-19) was an interim year between two LIP periods. A number of new funding programmes were created and some programmes either removed or suspended in preparation for the new MTS objectives.
- 5.4 The most notable changes were the removal of the Major Schemes Programme and it being replaced with the Liveable Neighbourhood Programme (LN), a direct response to the MTS overarching objectives of reducing the dependency on cars in favour of increased walking, cycling and public transport. The shift away from the car will address many of London's health problems, by reducing inactivity and improving air quality. This change in priorities will mean that Major Schemes that were previously prioritised under the old MTS objectives may not hold the same priorities under the new one.
- 5.5 After the 2018/19 Annual Spending Submission was approved by Mayor and Cabinet on 4th October 2017, TfL indicated that it was having to reduce the borough's LIP allocation by £318k due to budgetary constraints. After Boroughs objected to this last minute reduction in funding, TfL reinstated the funding to the original amount however it indicated future LIP3 funding (starting in 2019/20) would likely be reduced to the amount originally proposed in 2018/19. TfL has since confirmed this to be the case.

6. LIP3 Structure

- 6.1 LIPs are intended to look forward over a 20 year time frame, and will be formed of four chapters. The first chapter provides an overview of the process and statutory requirements. The second chapter sets out the challenges and opportunities the local authority faces in achieving the MTS outcomes. These (plus goals and priorities drawn from other plans and strategies) are then reflected within a set of LIP objectives. The third chapter of the LIP includes a three year delivery plan, setting out costed proposals for 2019/20 -2021/22, plus a longer term plan. The fourth (final) chapter of the LIP is a performance plan reporting on indicators set by TfL. The draft LIP3 containing these chapters can be found as In Appendix item 1.

7. LIP3 Objectives and targets

- 7.1 The borough objectives align and assist with meeting the overarching MTS aim of increasing the sustainable travel mode share, as well as the three core MTS objectives and its associated nine outcomes (listed in Table 4 below). Specific outcome indicators are included to aid delivery of the LIP objectives. The four Lewisham objectives and linked outcomes are summarised below, with reference to the aligning MTS outcomes.

Table 4 - Lewisham LIP Objectives		MTS Outcomes
Lewisham Objectives	Outcomes	
Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham	<p>Improved network of cycling and walking routes with links to town centres and improved east-west connections</p> <p>Reduced ownership and use of private motor vehicles</p> <p>Improved public transport links to the south, including the delivery of the Bakerloo Line Extension</p> <p>Creation of new orbital public transport connections and improved interchange</p>	1, 3, 7, 6
Lewisham's streets will be safe, secure and accessible to all	<p>Improved safety and security will increase social inclusion and encourage walking and cycling</p> <p>100% of all feasible bus stops will be brought to TfL accessible standards</p> <p>Increase number of step-free rail stations</p> <p>Eliminate fatal and serious collisions on Lewisham's roads</p>	2, 6
Lewisham's streets will be healthy, clean and green with less motor traffic	<p>Reduce air pollution from road traffic</p> <p>Encourage switch to electric vehicle use and reduce car ownership in absolute terms</p> <p>Reduce traffic levels, congestion and vehicle idling and encourage active travel</p> <p>More street trees to promote carbon capture</p>	3, 4
Lewisham's transport network will support new development whilst providing for existing demand	<p>Walking, cycling and public transport will be prioritised in new developments as the best options</p> <p>Work with TfL and Network Rail to increase public transport capacity in the Borough, to support growth</p>	5, 8, 9

7.2 Table 5 outlines the targets that Lewisham need to work towards to help achieve the nine MTS outcomes. Interim targets for 2021 have been included, as well as the end year 2041 target, for outcomes 1 to 7. These targets vary by borough, to take account of their local characteristics. Further information can be found in Chapters 2 and 4 of the draft LIP3 document:

Table 5 - MTS Outcomes		Current	2021	2041
80% walking, cycling, public transport		68%	72%	81%
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Target 1a: % of residents doing at least 20mins of active travel		37%	44%	70%
Target 1b: % of residents within 400m strategic cycle network		4%	19%	71%
Outcome 2: London's streets will be safe and secure				
Target 2: Vision Zero (KSI)		67	48	0
Outcome 3: London's streets will be used more efficiently and have less traffic on them (annual vehicle km)	Target a) low: -15% by 2041	766	747	635
	high: -20% by 2041	766	747%	598
Target 3c: Reduce car ownership (no. of cars owned)		79,792	75,100	67,800
Outcome 4: London's streets will be clean and green				
Target 4a: CO2 (tonnes)		155,200	132,000	34,800
Target 4b: Nox (tonnes)		610	200	30
Target 4c: PM10 (tonnes)		54	44	24
Target 4d: PM2.5 (tonnes)		30	21	12
Outcome 5: The public transport network will meet the needs of a growing London				
Target 5: PT Use (Trips per day (000s))		222	255	331
Outcome 6: Public transport will be safe, affordable and accessible to all				
Target 6: Step-free journey time (% change between 2015 and 2041)				-51%
Outcome 7: Journeys by public transport will be pleasant, fast and reliable	high: +15% by 2041	9.2	9.6	10.6
	low: +5% by 2041	9.2	9.3	9.7
Target 7: Bus Speeds (mph) 15% overall reduction				
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments			n/a	
Outcome 9: Transport investment will unlock the delivery of new homes and jobs			n/a	

8. Sources of Funding

- 8.1 The key source of funding is the borough's LIP allocation. Figures provided by TfL indicate that the borough will receive £1,940,000 per year for 2019/20 to 2021/22, a total of £5,820,000, although it should be noted that this could be subject to further change.

- 8.2 The value of the current 2018/19 delivery plan was £2,273,000 which represents a reduction of 15% annually between 2018/19 and the LIP3 annual programme.
- 8.3 In addition to the above, between 2018/19 and 2022/23 the borough will receive £1,547,000 from TfL (dependant on successfully passing several gateway assessments) in response to the successful Deptford Parks Liveable Neighbourhood project. The total value of this project is £2,587,000, so other funding sources (such as s106 and Good Growth funding) will be required to deliver the project.
- 8.4 Table 6 below identifies potential funding sources for implementation of LIP3, including the LIP funding allocation from TfL, contributions from the borough's own funds, and funding from other sources.

TABLE 6	2019/20	2020/21	2021/22	Total
Funding source	£k	£k	£k	£k
TfL/GLA funding				
LIP Formula funding –Corridors & Supporting Measures	1940	1940	1940	5820
Discretionary funding [Liveable Neighbourhood]	157	940	450	1547
GLA funding [Good Growth fund] ¹	300	250	250	800
Sub-total	<u>2397</u>	<u>3130</u>	<u>2640</u>	<u>8167</u>
Borough funding				
Capital funding ²	4000	4000	4000	12000
Revenue funding	0	0	0	0
Parking / EV charge point revenue ³	tbc	tbc	tbc	tbc
Sub-total	<u>4000</u>	<u>4000</u>	<u>4000</u>	<u>12000</u>
Other sources of funding				
S106 allocated	333	333	333	999
S106 unallocated ⁴	1000	1000	1000	3000
CIL ⁵	0	0	0	0
European funding	0	0	0	0
Sub-total	<u>1333</u>	<u>1333</u>	<u>1333</u>	<u>3999</u>
Total	7730	8463	7973	24166

¹GLA Good Growth funding bid is under assessment, figures represent the bid's requested funding

²This figure is an averaged total across the complete Capital programme including once off funding as well as annual allocations such as footway and highway resurfacing.

³Currently no significant funding is generated for use on other transport related projects however there is an aspiration that both programmes will generate revenue in the future.

⁴Figures are taken from unallocated transport S106 funding. It is assumed that additional site-specific S106 contributions will come in during the LIP period, however the Council does not conduct forecasting figures on this.

⁵The Council are in the process of developing a CIL spending strategy. The amount of funding available for the LIP3 programme is currently unknown.

9. LIP3: Three year indicative programme of investment (2019/20 to 2021/22)

9.1 The three-year indicative programme of investment has been completed in Table 7. The table summarises, at a programme level, the borough's proposals for the use of TfL borough funding in the period 2019/20 – 2021/22.

TABLE 7 London Borough of Lewisham TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
Crofton Park Corridor	350	350	0
Deptford Parks Liveable Neighbourhoods	0	50	0
A21 Healthy Streets Corridor	20	0	0
Healthy Neighbourhoods	508	558	978
Local Pedestrian Improvements	100	100	100
Local Cycling Improvements	250	250	250
Road Danger Reduction	180	100	100
Air Quality and Noise	100	100	80
Safer and Active Travel	327	327	327
Public Transport Supporting Interventions	10	10	10
Small scale schemes	30	30	30
Completion of previous years schemes	65	65	65
Sub-total	1940	1940	1940
DISCRETIONARY FUNDING	£k	£k	£k
Deptford Parks Liveable Neighbourhoods	157	940	450
Sub-total	157	940	450
GOOD GROWTH FUNDING	£k	£k	£k
Deptford Parks Liveable Neighbourhoods*	300	250	250
Sub-total	300	250	250
All TfL borough funding	£2397k	£3130k	£2640k

9.2 Supporting commentary for the annual programme

Derivation of the annual programme began with setting aside LIP funding for ongoing council programmes and committed schemes. Funding has been ring-fenced for the following programmes;

9.3 Crofton Park Corridor

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. Following an appraisal of the potential schemes, Crofton Park has been recommended as the highest priority scheme along the B218 corridor, largely on the basis of the road safety, air quality and the relatively high footfall it experiences as a local shopping parade. 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. The project will involve completion of streetscape improvement works, including widened footways and improved pedestrian crossings, raised table junctions, increased street trees and public realm improvements. Funding will comprise £350,000 for each of the first two years of the LIP period. During 2019/20, the funding will be used to commence construction of the scheme.

9.4 Deptford Parks Liveable Neighbourhood

This scheme will include new cycling and walking links, including the removal of local traffic, road closures, the creation of a world class north/south traffic-free walking and cycling facility, public realm improvements and healthy routes to schools. The interventions will transform streets, travel choices and the health of people, by connecting them with schools, parks, public transport, local businesses and high streets, as well as enabling new journeys beyond the neighbourhood. The project will mobilise and empower the local community, fostering collaboration at the neighbourhood level and empowering people to have a say in the design of their streets and public spaces. LIP funding will contribute £50,000 during the 2nd year of the LIP period. The concept design for Rolt Street constitutes a key part of the scheme, and was developed in partnership with the community, although this will be subject to further feasibility/design work and consultation.

9.5 A21 Healthy Street

Lewisham is one of the most pro-cycling Boroughs in London, and has a track record of working collaboratively with TfL to deliver cycling infrastructure, including London's first Quietway and CS4 which is under development. The A21 is the central spine of the Borough. It links our main TLRN routes, rail and Tube services, and our two major town centres. It also links in with CS4 in the north (which will provide a route into central London), and Bromley to the south, providing just the kind of vital link between inner and outer London that would be required to achieve the ambitious targets set out in the MTS vision. It is included as a key aspiration within the Council's Cycling Strategy.

The Council is now seeking TfL's commitment to an Outcome Definition exercise, to determine opportunities and priorities along the corridor, and to inform a concept design that responds to the Council's Manifesto pledge to work with TfL to provide a new segregated cycle route connecting Downham to Deptford. The LIP3 programme

makes an allowance in 2019/20 for a £20k contribution towards this Outcome Definition work, in recognition that the northern part of the route is on Lewisham highway.

9.6 Healthy Neighbourhoods

Through the Mayor's Transport Strategy and associated LIP guidance, there is a requirement for boroughs to demonstrate a clear strategy of how they intend to reduce traffic by an average of 10-15% across London. The draft Lewisham Transport Strategy and LIP sets out how this will be achieved, and acts as a holistic traffic reduction strategy for the borough.

The Healthy Neighbourhoods programme is a key component within this strategy – it will adopt the principles of the Liveable Neighbourhoods schemes, which aims to improve air quality, reduce traffic and congestion and encourage active travel, and will apply them at a smaller-scale. This will include using interventions such as point closures, modal filters (traditionally road closures allowing pedestrians and cyclists to pass while stopping motorised traffic from doing so) and banned turns, enforced by cameras. This will be complemented by a series of other measures such as contraflow cycling, improved crossing points, cycle hangars, and electric vehicle charging points, parklets, street trees and benches. The impact of these small interventions spread across a defined zone or area will create an impact that is greater than the sum of its individual parts, making Lewisham's diverse communities greener, healthier and more attractive places to live, work, play and do business.

The intention of this programme is to utilise the responses to the Commonplace public consultation, alongside officer knowledge, to identify areas where low cost but effective traffic reduction techniques might be trialled. The programme will incorporate 'Healthy Schools' principles and provide measures to encourage more active travel. Schemes such as this will link, where possible, with Public Health Department's new 'School Superzones', which will be piloted throughout the Borough during 2019. This new initiative involves a series of interventions in a 400m radius of the school to provide a wide range of benefits across health and wellbeing. Through the Healthy Neighbourhoods scheme, Lewisham will be piloting school-time road closures at selected schools to address the school run issues around congestion and parking and encourage mode shift and assist traffic reduction.

Subject to an assessment of priorities, the Healthy Neighbourhoods programme could also assist in delivering schemes that form part of wider masterplan projects, such as the New Cross Road masterplan.

A programme of two to three neighbourhoods a year is envisaged, with funding of £508k proposed for the first year of the programme, and a similar amount in the second year. The final year of the programme allows for inclusion of a more ambitious scheme. A map showing the proposed neighbourhood areas is included in Appendix 3, which has been derived taking into account a number of basic principles. These include

- Areas to be of a reasonable size to allow analysis and treatment. The areas chosen are around 1 to 3 hectares.
- The boundaries to the areas should, where possible, have low permeability (such as railway lines, parks etc.) or be "major" roads (Red

- Routes & other “A” roads etc. - where high volumes of traffic could be expected to occur).
- Where practicable known intrusive traffic routes (rat-runs) between “major” roads have been included in a single area to allow a full analysis of the issues and comprehensive proposals for alleviation interventions in a single scheme.

A methodology for prioritising the programme will be developed over the coming months, with the following factors to be taken into consideration: volumes of intrusive traffic, nature of streets (wide / narrow – carriageways / footways), building density (percentage of open space), collisions, air quality focus areas, strategic cycling analysis, school travel planning input, School Superzone priorities, community feedback, deliverability and ability to meet project objectives.

The two or three neighbourhoods to be included in the first year of the programme will be included in the final version of LIP3 in early 2019.

9.7 Local Pedestrian Improvement

Key to this programme will be an £80,000 investment in interim resurfacing and public realm improvement works to the area outside of Lewisham Shopping Centre. With a potential to build on the scheme with more ambitious plans in future years.

- **Year 1** – resurfacing improvements to the footway area An interim scheme to address the immediate issues around broken and missing paving in the area but could also tie in to more long term improvements outlined below.
- **Future years** – Public realm design for the area including pedestrian improvements on Albion way junction. A scheme that could build on the interim measure outlined above that also addresses the road safety concerns surrounding the junction of Albion Way. Any scheme delivered would require a significant budget derived from multiple sources and would need to be designed in such a way that it could be adapted to any longer term plans that come forward for the town centre.

The remaining funding will provide a detailed improvement strategy comprising small-scale, localised schemes to provide a better walking environment. Schemes will be guided by local need, and Commonplace feedback will be used to identify potential initiatives. A key aspect of this programme will be focusing on improving accessibility around rail stations, ensuring a comprehensive network providing dropped kerbs and tactile paving, ensuring links to public transport are fully inclusive and accessible to all and delivering other small scale interventions that help to achieve healthy streets such as the street trees and benches.

This funding will also be used towards match funding for developer contributions, in particular in key growth areas to the north of the Borough. Improvements to pedestrian conditions at Cold Blow Lane have been earmarked under this programme, and will provide a high-quality link in an area that currently suffers from east-west pedestrian severance. The need for this scheme has been reinforced through public comments on Commonplace.

These LIP funded projects will be supported by the Council's maintenance and capital works programmes to ensure that footways are maintained in a safe condition.

9.8 Local Cycling Improvements

Three key cycling improvement projects have been identified to be delivered as part of the annual programme, including 2019/20. This will be supported by the delivery of other actions from the Council's Cycling Strategy (see www.lewisham.gov.uk/cycling and then click on the 'Strategies and Plans' link):

Contraflow cycle routes: a three-year programme of introducing contraflow cycling to the existing one way systems in the borough, where feasible. Through analysis of TfL and Commonplace data a priority list will be developed and individual projects designed and delivered.

Cycle parking: areas will be identified to install secure bike hangers across the borough for use by residents who may not have access to off-street parking at home. It is likely that in some areas of the borough on street parking may have to be taken out to accommodate the new and secure cycle parking. This will only be done in consultation with the local community. Furthermore a review of cycle parking in town centres will be carried out to ensure sufficient and appropriate provision.

Improved cycle routes: finally important walking and cycling links and connections such as bridges across railways and paths through greenspaces will be assessed for potential improvements. This will complement TfL's Cycle Quietway and Cycle Superhighway programme. Officers have commenced discussions with TfL on the next phase of Quietway routes and priorities, but awaits confirmation of future funding, which it is assumed will be provided outside of LIP3 for the priority routes identified.

The borough will also be seeking to work with at least one dockless bike sharing scheme provider to see dockless bikes introduced into the borough. This will help further drive uptake in cycling and make it more accessible.

9.9 Road Danger Reduction

The Borough has adopted a new approach to safety on the roads as recognised through the MTS's Vision Zero and Healthy Streets ambitions. This involves a shift in emphasis from 'Road Safety' to 'Road Danger Reduction', Reducing the dominance, speed and overall numbers of the most dangerous vehicles is central to the Healthy Streets Approach and to achieving Vision Zero, and will reduce Londoners' exposure to road danger. By making our streets safer and feel safer, we will create streets where people want to walk, cycle and use public transport.

The 2019/20 road danger reduction programme will consist of a series of interventions across the borough supporting the boroughwide 20mph speed limit, which was implemented in 2016. Interventions will mainly consist of traffic calming measures to encourage compliance of the new and lower speed limit alongside an exploration into enforcement tools available to the council. In parallel to this a review of the emergency services principal road network in the borough will be undertaken in consultation with

the various blue light services to ensure that the traffic calming measures installed and planned are suitable for their requirements. The borough will also review any collision hotspots on the Lewisham road network, as highlighted through an annual review of collision data. This will be supported by the phased implementation of 20mph on TLRN, as outlined in the TfL's Vision Zero Action Plan.

9.10 Air Quality and Noise

The Council has developed an Air Quality Action Plan in order to tackle poor air quality and reduce the impact on health. 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.

The recently published low emission vehicle strategy 2018-22 sets out an ambitious vision to ensure that all of Lewisham's residents, businesses and visitors are within 500m of a charging point by 2020. An action plan to deliver a significant increase to the on-street charging assets in the borough is contained within the strategy.

In 2019/20 LIP funding will be used to match fund the electric vehicle charging infrastructure implementation grant we have secured from London Councils *Go Ultra Low City Scheme* (GULCS) to implement the Vision in Lewisham's Low Emission Vehicle Charging Strategy of delivering an extra 41 charging locations to achieve a 500m distance between charging locations.

It will also be used to support the implementation of the recommendations identified through the Mayor's Schools Air Quality Audits, where these are not covered by the Healthy Neighbourhoods programme.

Funding may also be used to support the Council's air quality and noise monitoring programme, and to support future DEFRA and/or Mayor's Air Quality Fund bids for other projects, as these arise.

9.11 Safer and Active travel

The supporting measures or active travel programme is an important part of the Lewisham LIP3. The three-year programme has been set at £327,000 per year and will deliver crucial and popular public services such as cycle training, road danger reduction programmes and school travel planning. This programme will be data led and will use the information highlighted in the collision analysis undertaken as part of the LIP. The programme will continue to monitor trends and data in future reviews. In response to the ambition of the MTS and this LIP3 the programme will continue to work in partnership with the council's public health and environmental services programmes.

During 2019/20 the following funding breakdown is envisaged:

£123k will be spent on child and adult cycle training. Level 1 and 2 training will be offered to all schools in the borough for their year 5/6 pupils. Adult cycle lessons will be offered to encourage safer cycling and will aim to make cycling part of everyday life, creating healthier lifestyles, and reducing reliance on the private car.

£100k will be used to improve the School Travel Planning programme developed over recent years. This includes working with whole school communities to identify ways of encouraging walking and cycling to school and to address real or perceived barriers to using sustainable modes of transport. Projects to raise awareness and promotion of healthy lifestyles, active travel options, walking and cycling initiatives will be developed using tried and tested behaviour change methods.

£39k will be used for an Active and Sustainable Travel programme of initiatives, events and publicity to raise awareness and use of sustainable modes of transport.

£65k will deliver the training and publicity programme. For 2019/20 this work will continue to be data led and will focus on a road danger reduction programme of work. The programme will continue to develop to support the MTS Vision Zero target.

The remaining available LIP funding has been allocated through consideration of a list of projects curated through internal Council workshops, site visits, and through analysis of Commonplace suggestions. Consideration has been given to the MTS objectives, Healthy Streets indicators and Lewisham LIP objectives. Schemes have been grouped together under the following programme lines, and will be prioritised on an annual basis. At this stage, the Commonplace suggestions have also been used as a validation tool to ensure the programme is fulfilling public need.

9.12 Public Transport Supporting Interventions

In recognition of the role the local highway has in improving the public transport experience, a LIP funded public transport improvement programme is proposed to start in 2019/20. This programme will be utilised to complement the completion of the bus stop accessibility programme which is planned to be completed in 2018/19. This programme will look at accessibility to rail stations as well as bus stops, working in partnership with TfL and Network Rail. It will also include working with TfL to see an extension to the 225 bus route delivered.

This will be complemented by the more strategic public transport schemes outlined in the TfL Business Plan, and Longer-Term strategy sections. These longer term aspirations include the delivery of the Bakerloo Line Extension, improved station interchanges at Lewisham and Brockley, metroisation, creating step-free access to all rail stations within the Borough, improving orbital public transport connections, and increasing bus provision to lower PTAL areas. These will ensure that travel by public transport is encouraged and facilitated, in turn supporting the delivery of new homes and jobs across the Borough.

9.13 Small Scale Schemes

The Council receives many requests for minor traffic management measures from the public, including those raised during the Commonplace consultation. These are assessed and prioritised based on their cost against factors such as safety, traffic speed and volume, intrusive parking, community use and cost. 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, and the Council's own revenue budgets.

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. Although some of these will be picked up as part of the Healthy Neighbourhoods programme as individual neighbourhoods are prioritised, there is still a need for a relatively small budget to address priority issues in other areas of the borough.

9.14 Completion of previous years' schemes

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 £65k be set aside from this annually. 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.

9.15 Complementary projects

Further to the programmes identified above, schemes at Creekside and Bell Green will be brought forward during the period of this LIP3 and are funded through other sources. Although funded separately, these will contribute towards the achievement of the MTS and LIP3 objectives. The Creekside scheme will be fully funded through S106 contributions, and will form a major package of works to improve footway, carriageway and public realm spaces whilst implementing a CPZ. At Bell Green, as part of the proposed Quietway route through the area, pedestrian crossings will be improved around the Bell Green / Sydenham Road gyratory will be improved. This is to be fully funded through S106 and Quietway funding.

10. Medium to Long Term Strategy (2021 – 2041)

10.1 Within the draft LIP3, a medium to long-term programme of significant, but currently unfunded, projects is identified. Potential funding sources and anticipated timelines are included. These schemes are considered necessary to deliver the MTS and Lewisham LIP objectives and targets, in the context of the development forecast to take place in the borough over the next 20 years which will lead to increased demand and new pressures on the Borough's transport network. Table 8 below summarises the long term strategy and programme that is envisaged.

TABLE 8 Project	Approx. date	Indicative cost	Likely funding source	Comments
More low emission bus corridors	2020	TfL to confirm	TfL	Expansion of low emission bus zones beyond the current zones on A21 and A2.
LEZ - tightening of standards	Post-2021	TfL to confirm	TfL	Tighten LEZ standards to same as ULEZ extension.
The Lewisham Spine – A21 Healthy Streets Corridor	2025	£10m (Borough cost only) £20m (TfL cost)	TfL / Borough	Linking CS4 (A200) to the southern Borough boundary on the A21. Including Cycle Superhighway standard facilities, low emission bus zone, healthy streets improvements with piazza-type environments ¹ . This project includes a major public realm/healthy streets scheme on Deptford Church Street, but not Lewisham Town Centre and Catford Regeneration Masterplan schemes.
A2 New Cross Road / Amersham Gyratory removal	2025	£30m for A2 element.	TfL / Borough / S106 / S278 / CIL	Transformation of A2 New Cross Road and area surrounding station. Improve pedestrian comfort and permeability, create an easily accessible High Street, improve cycle facilities and reduce traffic dominance ² .
Bakerloo Line Extension	2023 – 2028/29	£3,600m (for an extension to Lewisham)	TfL	Extension of the Bakerloo Line beyond its current termini at Elephant & Castle, to serve New Cross Gate and Lewisham. The Council urges the full extension to Hayes to be brought forward as a single phase to serve Catford. ³
Lewisham Station & Interchange	2028	£250m	Network Rail / TfL / Borough / s106 / CIL	Enhancements to capacity and station quality to create a high-quality interchange between National Rail, DLR, the future BLE, buses, taxis, walking and cycling. Place-making measures to help elevate Lewisham Town Centre to a Metropolitan Centre.
New Cross to Lewisham Overground Extension	TBC	TBC	TfL	An extension of the London Overground line beyond its current terminus at New Cross to Lewisham. This will provide more capacity and improve connectivity and resilience, and ensure that Lewisham joins the 3 other Strategic Interchanges in London as gateways to the Overground.
Ringway Corridor (Southend Lane and Whitefoot Lane) Improvements	2030	£4m	TfL / Borough / S106 / S278 / CIL	Improve public realm and active travel links using excess carriageway space. Explore potential for improvements such as linear parks, a bus priority corridor, and active travel corridor.
Lewisham Town Centre	2030	£10m	TfL / s106/278	To elevate the attraction of the Town Centre to local people through a range of improvements to goods and services, as well as public realm to provide a high-quality environment.
Catford Regeneration Masterplan	2021 (for A205 and A21) aspects	£30m	TfL / Borough / S106 / S278 / CIL	Rerouting the South Circular Road to provide more pedestrian space and improvements to transport infrastructure.
New Bermondsey Station	TBC	£12m	TfL / S106	A new London Overground station to be brought forward through the regeneration scheme of New Bermondsey.

¹ Lewisham Cycle Strategy, London Borough of Lewisham, 2017

² Draft New Cross Gate Area Framework, 2018

³ Bakerloo Line Extension Document, London Boroughs of Lewisham and Southwark

TABLE 8 Project	Approx. date	Indicative cost	Likely funding source	Comments
Brockley Station Interchange	2030	TfL to confirm	Network Rail / TfL	Creation of a high-level platform at Brockley Station to provide an interchange between the East London Line and the Lewisham – Victoria Line.
Metroisation	TBC	TBC	TfL	Reorganisation of services to provide more regular trains on a simplified route network, providing frequent metro-style services on standardised routes.
New or improved bus services in the south of the borough	tbc	Dependent on route	TfL/ s106 contributions	New or improved bus services in areas with low Public Transport Accessibility Levels.

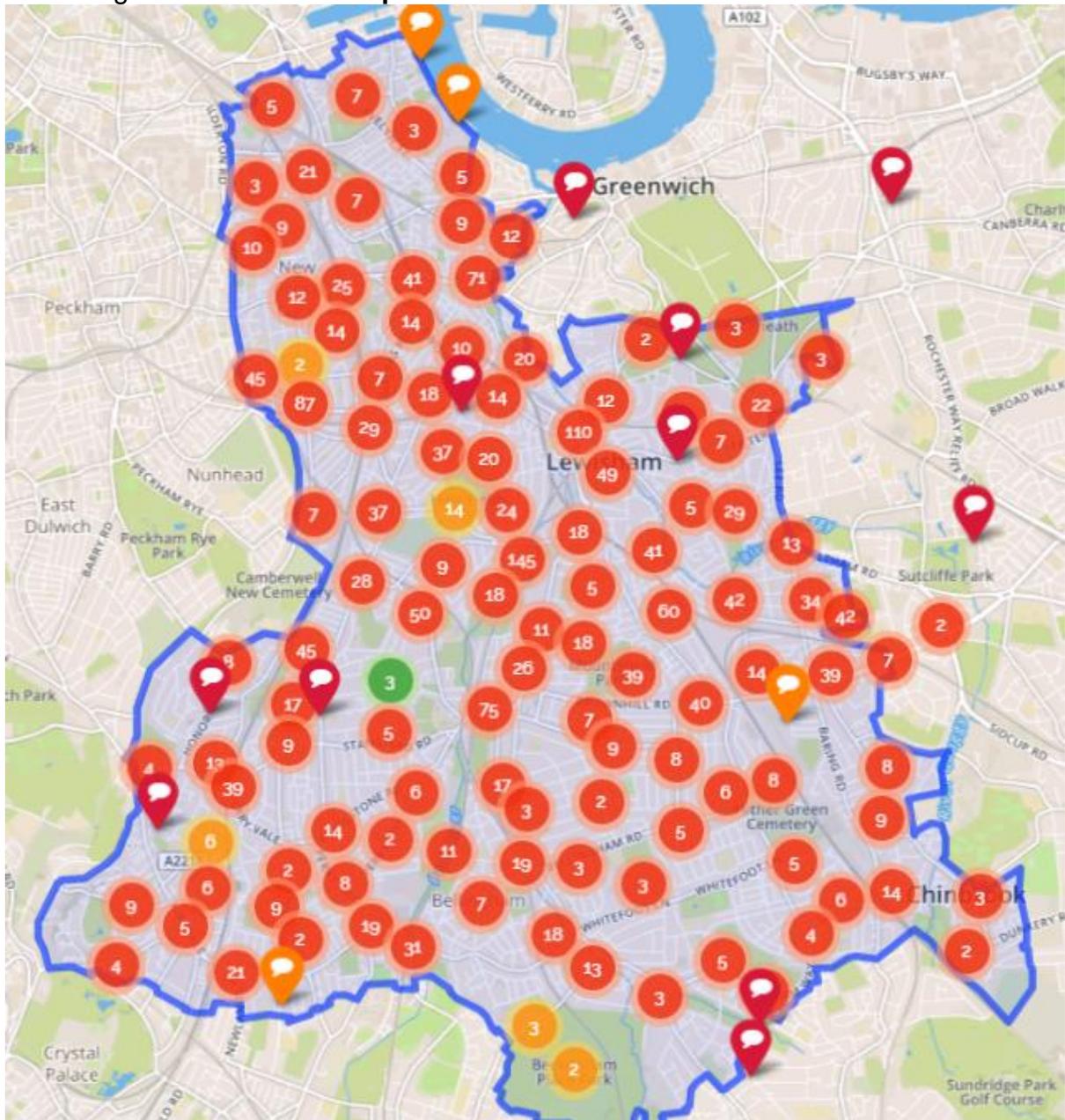
11. Consultation to date

- 11.1 The timescale for the development of the LIP document is fairly tight and was further constrained by a delay in receiving the supporting guidance documentation from TfL. Transport and Highways continually engage with local residents and businesses. As a result many of the schemes the Council delivers start as requests from local residents and stakeholder groups.
- 11.2 However for such an important document that will shape the borough transport objectives for the next 22 years it was felt an ‘up to date’ canvas of the borough’s residents and businesses was required. This borough wide canvassing was delivered through an online mapping portal called Lewisham streets Common Place’. <https://lewishamstreetsmap.commonplace.is/>
- 11.3 This map based survey allowed the public to pin point issues they were aware of on Lewisham’s streets and add comments on how they would like to see it improved. The 7 week consultation (25th June to 13th August) gathered 11,065 comments and ‘likes’, covering the whole borough, with 2171 individual comments.
- 11.4 Supporting commentary for the three-year annual programme section of the draft LIP3 (Appendix 1), provides a summary of the consultation analysis and outlines how this consultation has influenced the development of the LIP3 programme lines contained within Table 7. In summary the following issues featured most prominently in people’s comments about their streets:
- 1) Not pedestrian friendly.
 - 2) Fast traffic.
 - 3) Polluted.
 - 4) Not cycle friendly.
 - 5) Congested.
 - 6) Unregulated parking.
 - 7) Poor visibility.
 - 8) Inadequate parking.
 - 9) Potholes.

10) Poorly lit.

11.5 With such a significant number of comments it is impossible in the short term to address every issue. Figure 1 shows the geographical spread of the comments received. Within each of the programme lines put forward through LIP3 (as set out in Table 7), officers will be analysing the responses received to help inform the development of a more detailed annual programme.

Figure 1 - Overview Map of Lewisham Streets Common Place Consultation.



11.6 Upon approval of the draft LIP3, officers will launch a formal public consultation on the document. This will be supported by a 10-15 page consultation summary

providing an overview of key highlights from the LIP document, in a more public friendly format than the TfL LIP3 template allows. This will be a web based consultation that will be promoted widely through the Council's usual communication channels. Hard copies will also be available upon request. The consultation will run for 6 weeks, after which responses will be analysed, and amendments made to the LIP3 document, as necessary. A final version will be presented to Mayor & Cabinet for approval in early 2019, prior to re-submission to TfL.

12. Legal Implications

12.1 A Local Implementation Plan is a statutory document that must set out a plan of how the Council proposes to implement the Mayor's Transport Strategy in its area. It must show how the proposals cover the necessary policy, effects, projects, programmes implementing mechanisms, planning and activities. Resources assumptions and performance measures must also be included. Guidance is:

- that there must be clear link between LIP proposals and MTS policies;
- timetabling for implementing the different prospects in the plan and the date by which these will be achieved;
- clear proposals for delivery of Mayoral targets;
- an assessment of the funding and resources needed to deliver the LIP;
- assumption about the sources of funding.

There are strict requirements on who are required to be consulted on the draft LIP by section 145 of the Greater London Authority Act 1999

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.

- 12.3 TfL's Guidance on the Preparation of Local Implementation Plans (Background Document 3) 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

The Guidance also sets 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 Subsection (1) of Section 146 of the GLA Act requires each local authority to submit its LIP to the London Mayor for his approval. Subsection (3) requires that the London Mayor shall not approve LIP unless he considers—
- (a) that the LIP is consistent with the transport strategy,
 - (b) that the proposals contained in the LIP are adequate for the purposes of the implementation of the transport strategy, and
 - (c) that the timetable for implementing those proposals, and the date by which those proposals are to be implemented, are adequate for those purposes

- 12.5 If the London Mayor refuses to approve a LIP, Subsection (3) of Section 147 of the GLA Act requires the local authority which submitted the plan to prepare a new LIP and submit it to the London Mayor, unless the London Mayor notifies the local authority that he intends to exercise his powers under subsection (4); namely the London Mayor may prepare a LIP on behalf of the local authority.

13. Financial Implications

- 13.1 As set out in section 8, Table 6, of this report, the Council has been allocated the following LIP funding. This represents a 15% reduction annually compared to the 20-18/19 LIP programme.

TABLE 9 – Summary of LIP3 funding	2019/20	2020/21	2021/22
Corridors, Neighbourhoods and Supporting Measures	£1,940,000	£1,940,000	£1,940,000
Principal Road Maintenance	tbc	tbc	tbc

- 13.2 Previously boroughs benefitted from a further £100k per annum of Local Transport Funding to be spent on schemes of its choice, provided they contributed towards the delivery of the MTS.
- 13.3 The Principal Road Maintenance programme was ‘frozen’ by TfL for 2 years, up to and including 2019/20. However, during 2018/19 the Council applied for funding for a number of priority routes that needed addressing and was successful in securing some funding. It is anticipated that a similar process will be run in 2019/20, with a fuller programme reinstated from 2020/21. However, there is currently no indication as to how much funding will be received during the LIP3 period.
- 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 2019/20 have not yet been notified.

14. Programme Risk Management

- 14.1 Table below shows the principal risks associated with delivery of the LIP together with possible mitigation actions for the three-year programme. The risk register summarises the strategic risks identified that could impact on the three-year programme of schemes/initiatives.

TABLE 10 – LIP3 RISK ASSESSMENT Risk	Likelihood			Potential measures	mitigation	Impact if not mitigated
	H	M	L			
Financial						
Reduction in scheme funding due to budget restrictions.		X		Consider lower cost options if permissible.	implementing options if	LIP objectives not met or non-progression of project.

Increase in unforeseen project costs due to environmental factors.		X		Undertake judicious project management to ensure funding is used efficiently and justifiably.	LIP objectives not met or non-progression of project.
Statutory / Legal					
Lewisham is required to implement the LIP under s151 of the GLA Act without sufficient external funding support.			X	Explore possibility for legal challenge, if possible jointly with other affected bodies.	Other Lewisham services may be impacted.
Third Party					
Stakeholders and/or third party support decreased or withdrawn.		X		Keep public and Members, and other partners informed through clear communication of planned projects and emerging issues.	LIP objectives not met or non-progression of project.
Public / Political					
Change in policy or political direction.			X	Ensure that Members are frequently engaged in a variety of schemes through various different policy areas.	Non-progression of project.
Individual projects are not supported by Members.			X	Ensure that Members are involved at the early stage of project development, so that fundamental issues can be addressed and incorporated into the design.	Non-progression of project.
Individual projects are not supported by the public at the consultation stage.		X		Undertake appropriate consultation at an early stage to ensure public support. Redesign project to resolve objections.	Non-progression of project.
Programme & Delivery					

Insufficient staff resources to develop designs	X			Recruit temporary staff (consultants).	Non-progression or late delivery of project.
Projects undertaken are not successful.		X		Schemes are to be carefully monitored and reviewed to identify non-delivered outputs early within the work programme.	LIP objectives not met.
Delays to progress of work	X			Consult with statutory undertakers as early as possible. Reprogram or transfer budget to support the next highest priority scheme.	LIP delivery programme extended or non-progression of projects.

15. Environmental Implications

15.1 LIP development is subject to a linked process of Strategic Environmental Assessment (SEA). This SEA is currently being developed along side LIP3 and the draft document will be available for the consultation. For reference, the SEA for the LIP2 concluded that:

the objectives of the draft Lewisham Local Implementation Plan complement the objectives of the Strategic Environmental Assessment. The initial assessment identifies that the delivery of the Local Implementation Plan is likely to have a positive effect on Lewisham's environment.

15.2 It is likely that the cumulative effects of all the policies, schemes and measures implemented through the period of LIP3, will bring about 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.

16. Equalities Implications

16.1 An Equalities Impact Assessment is being developed alongside the LIP, which will be included in the consultation documents in Autumn 2018. The Council's Comprehensive Equality Scheme for 2016-2020 provides an overarching framework and focus for the Council's work on equalities and helps to ensure compliance with the Equality Act 2010.

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 to 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. Appendices

Item 1 Draft Local Implementation Plan (LIP3)

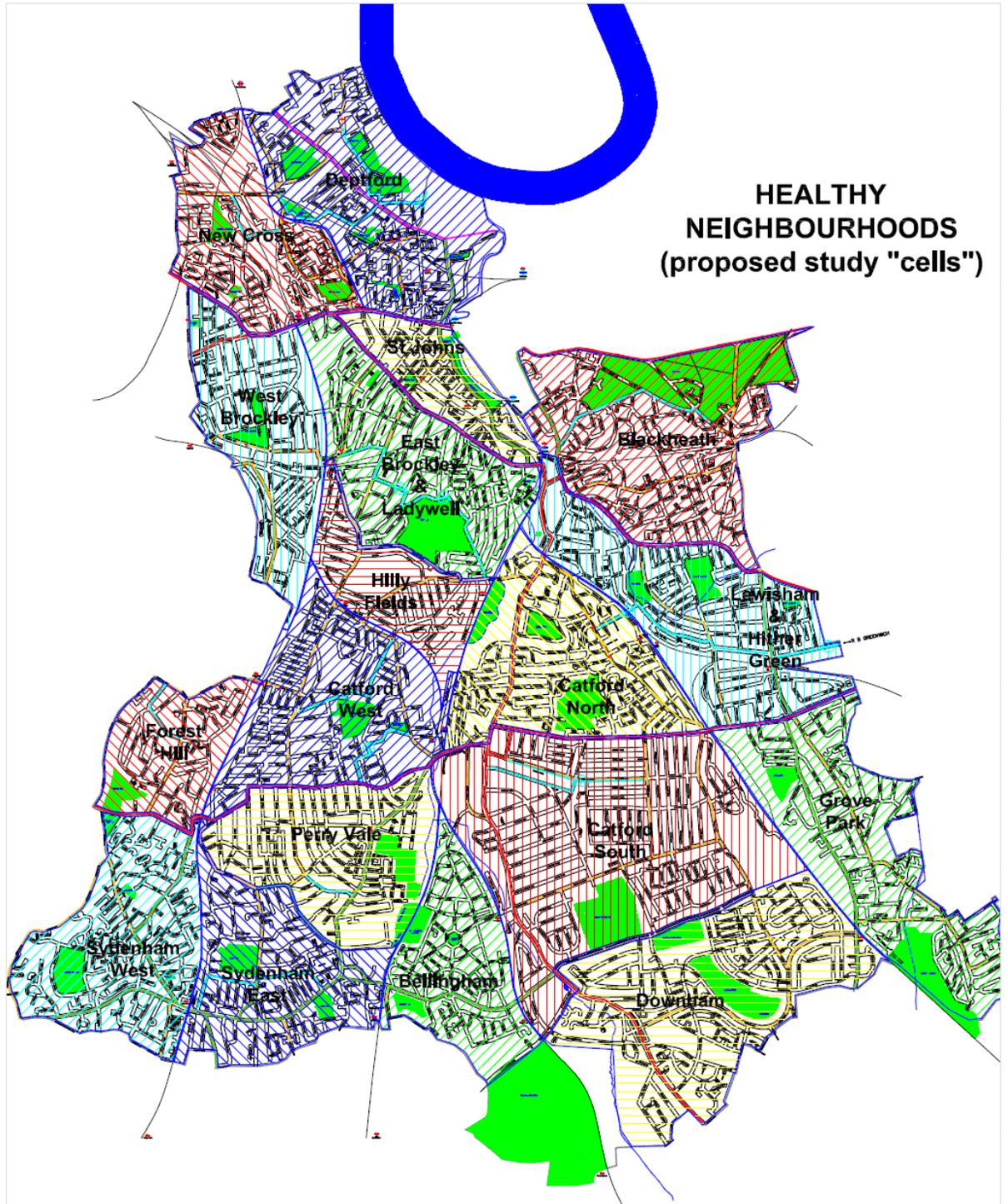
Item 2 LIP Annual Spending Submission for 2019/20 (Proforma A)

London Borough of Lewisham TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
Crofton Park Corridor Completion of streetscape improvement works, including widened footways and improved pedestrian crossings, raised table junctions, increased street trees and public realm improvements.	350	350	0
Deptford Parks Liveable Neighbourhoods Complementary funding to the Liveable Neighbourhoods programme, which seeks to deliver new cycling and walking links, the removal of local traffic, road closures, the creation of a world class north/south traffic-free walking and cycling facility, public realm improvements and healthy routes to schools.	0	50	0
A21 Healthy Streets Corridor The funding will be used to secure TfL's commitment to an Outcome Definition exercise, to determine opportunities and priorities along the corridor, and to inform a concept design that responds to the Council's Manifesto pledge to work with TfL to provide a new segregated cycle route connecting Downham to Deptford.	20	0	0
Healthy Neighbourhoods The Healthy Neighbourhoods programme will adopt the principles of the Liveable Neighbourhoods schemes, and apply them at a smaller-scale. A combination of low cost traffic reduction measures, complemented by a range of other measures such as contraflow cycling, improved crossing points, cycle hangars, and electric vehicle charging points, parklets, street trees and benches.	508	558	978
Local Pedestrian Improvements <ul style="list-style-type: none"> □ This programme will be an £80,000 investment in resurfacing and public realm improvement works to the area outside of Lewisham Shopping Centre. This will comprise the majority of LIP funding for the first year of the programme. The remaining funding in the first year will provide a detailed improvement strategy comprising small-scale, localised schemes to provide a better walking environment.	100	100	100
Local Cycling Improvements Four cycling improvement projects have been identified to be delivered as part of the 2019/20 programme. 1) contraflow cycling on existing one way streets 2) Installation of residential bike hangers and	250	250	250

other on street parking 3) other route based improvements.			
Road Danger Reduction a series of interventions across the borough supporting the boroughwide 20mph speed limit, mainly consisting of traffic calming measures to encourage compliance of the new and lower speed limit alongside an exploration into enforcement tools available to the council. In parallel to this a review of the emergency services principal road network in the borough will be undertaken. The borough will also review any collision hotspots on the Lewisham road network, as highlighted through an annual review of collision data.	180	100	100
Air Quality and Noise In 2019/20 LIP funding will be used to match fund GULCS (TfL) funding to implement the Vision in Lewisham's Low Emission Vehicle Charging Strategy.	100	100	80
Smarter Travel Ongoing Council programme of education, including road safety education and training, sustainable travel publicity schemes and events, and cycle training.	327	327	327
Public Transport Interventions Complementary measures to help enhance access to the public transport network and improve bus journey times	10	10	10
Small scale schemes Implementation of minor traffic management measures, highly valued by local communities.	30	30	30
Completion of previous years schemes to allow a planned approach to settling these 'late' accounts whilst not putting pressure on existing schemes in the programme	65	65	65
Sub-total	1940	1940	1940
DISCRETIONARY FUNDING	£k	£k	£k
Deptford Parks Liveable Neighbourhoods See above	157	940	450
Sub-total	157	940	450
GOOD GROWTH FUNDING	£k	£k	£k
Deptford Parks Liveable Neighbourhoods* See above	300	250	250
Sub-total	300	250	250
All TfL borough funding	£2397k	£3130k	£2640k

* Subject to successful funding application.

Item 3 Healthy Neighbourhoods Study Areas.



19. Background Documents

Report reference	Short Title Document	Date	File Location	Contact Officer	Exempt
1	Mayors Transport Strategy 2018	March 2018	https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018	Nick Harvey	
2	LIP 2018/19 Annual Spending Submission	October 2017	http://councilmeetings.lewisham.gov.uk/documents/s52658/LIP%20Annual%20Spending%20Submission%202018-19.pdf	Nick Harvey	
3	Borough Officer Guidance to writing LIP3	June 2018	http://content.tfl.gov.uk/third-lips-guidance-2018.pdf	Nick Harvey	