

Transport Strategy and Local Implementation Plan

2019 – 2041

Consultation Summary

London Borough of Lewisham

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**PROJECT
CENTRE**

EXECUTIVE SUMMARY

The London Borough of Lewisham is committed to improving the borough's streets and road safety to contribute towards achieving the ambitious visions of the London Mayor's Transport Strategy (MTS).

With each new MTS, new Local Implementation Plans (LIPs) are required to be prepared by each borough. This document details the results of the public consultation exercise conducted on Lewisham's third LIP, which was undertaken between the 12th October 2018 and 24th November 2018.

We have gathered feedback from residents and key stakeholders in the borough. We have reviewed over 200 responses to produce this report and to see how we can produce a LIP that reflects the best interests of all within the borough.

The responses show that respondents are generally positive about different aspects of LIP, the main ones being:

- The majority of respondents felt that all the LIP objectives were 'important' or 'very important'
- The Air Quality and Noise programme gained the highest level of support
- Few respondents oppose the LIP programmes
- The scheme for step-free station improvements in the Vision for Rail gained the most support, followed by the Bakerloo Line Extension
- The longer-term schemes gained lower levels of support in general, but the most supported schemes were 'More Low Emission Bus Corridors' and 'LEZ tightening of standards'
- Overall, the majority of respondents felt the LIP targets were 'realistic', however higher levels of respondents felt the air quality targets were 'not ambitious enough'. For all targets, a minority felt the targets were 'too ambitious'

We have reviewed the comments from the online survey and key stakeholders, and a full list of issues and responses is available on Page 21.

Thank you to everyone who took part in the consultation, the feedback is vital in helping us meet the borough's needs as well as both the MTS and LIP objectives.

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1. BACKGROUND

Lewisham's Draft Transport Strategy and Local Implementation Plan (LIP3) examines and identifies the key challenges and opportunities for improving transport, changing travel behaviour and supporting growth.

The borough is responding to these challenges and opportunities by setting out its short- and long-term goals and transport objectives for Lewisham up to 2041. The LIP details a programme of investment over a three-year period from 2019/20 to 2021/22, and sets out the aspirations for the borough for long-term major infrastructure improvements to be delivered up to 2041.

All measures within the LIP were intended to enable the borough to plan strategically for transport, to achieve the broad MTS goals of;

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

Project Centre was asked by the London Borough of Lewisham to help draft Lewisham's LIP, and to analyse responses to the public consultation.

2. THE CONSULTATION

2.1 Process

The consultation started on Friday 12th October 2018 and ran for just over six weeks until 24th November 2018.

Local residents and businesses were directed to an online survey to fill in. We also received comments from internal Council employees and key stakeholders in the form of emails.

The consultation was promoted via a number of channels:

- The Council's communication channels, including their website and social media
- Twitter
- Councillors
- Local community groups
- Key stakeholders were approached directly via email for comment

Local residents and businesses were asked to comment on all aspects of the LIP, including; the extent to which they felt the LIP reflected the key challenges and opportunities in the borough, the objectives of the LIP, the proposed programmes of investment and the proposed schemes and the LIP targets for the borough.

2.2 Number of responses

We received 218 responses:

- 218 individual online survey responses to some or all of the questions
- 8 email responses from key stakeholders

2.3 Equality information

Respondents were invited to respond to equality information questions on the online survey. These questions were not compulsory. The data provided shows that:

- The highest number of responses were grouped in the central age range, between 35 and 54. The highest response rate came from the 35–39 age range (22.02%), followed by 40-44 (16.06%), 50-54 (9.63%), and 45-49 (8.26%).
- 49.08% of respondents were female, 38.07% were male, 0.46% were other, and 12.38% didn't respond or preferred not to say.
- 66.97% of respondents consider themselves as white: British, 16.51% said white: Other, 4.13% come from mixed or multiple ethnic groups, 2.29% consider themselves Asian or Asian British, 1.83% come from Black African, Black Caribbean, Black British or any other Black background, and 11.47%, did not answer or preferred not to say.

- 65.6% of respondents consider themselves as heterosexual, 6.42% gay or lesbian, 1.38% bisexual and 18.81% preferred not to say.
- 74.77% of respondents said they did not have a disability, 8.26% said they did, whilst 16.97% preferred not to say or did not answer.
- 44.04% stated they had no religion, and 21.10% said they were Christian. 0.92% stated they were Sikh, 0.46% were Hindu, and 27.52% of respondents did not answer or preferred not to say.

3. RESPONSES

3.1 Data

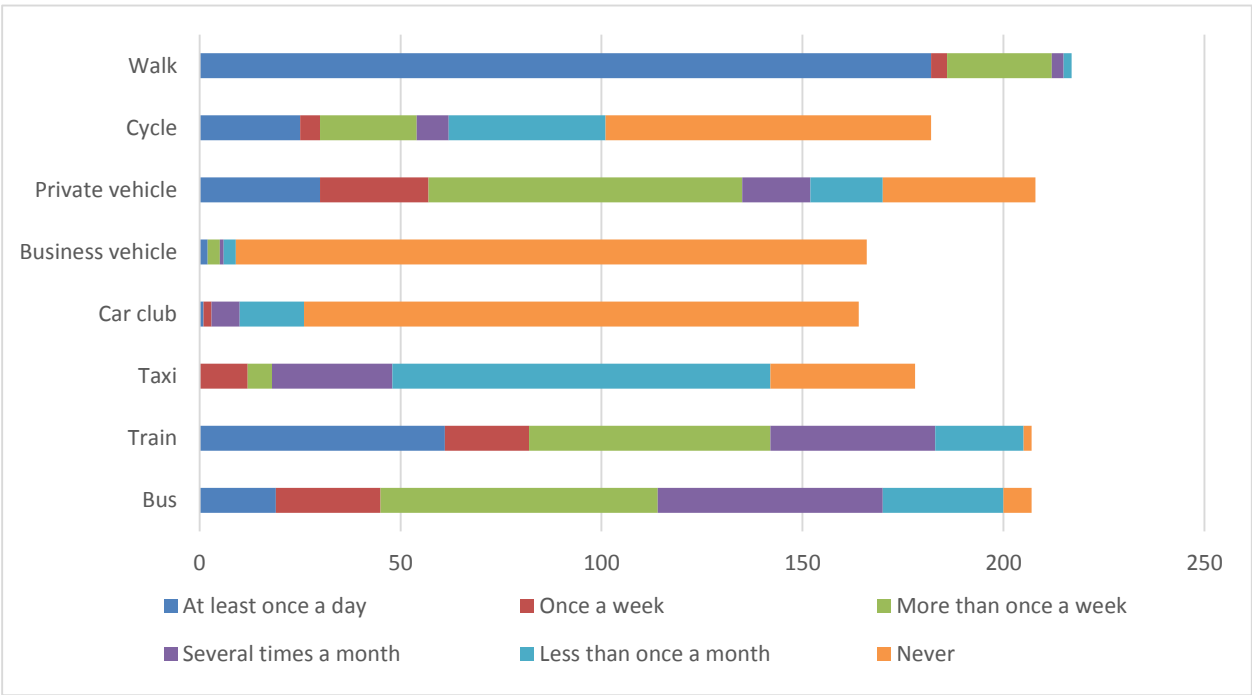
The online survey provides quantitative data for many aspects of the draft LIP. It also gave respondents the opportunity to provide additional qualitative responses to certain questions. Additional qualitative responses were collected from key stakeholders via email.

3.2 Online survey – Quantitative Data Summary

The following section provides a summary of the quantitative responses from closed questions in the survey. A full report of all questions and sub-questions is provided in Appendix A.

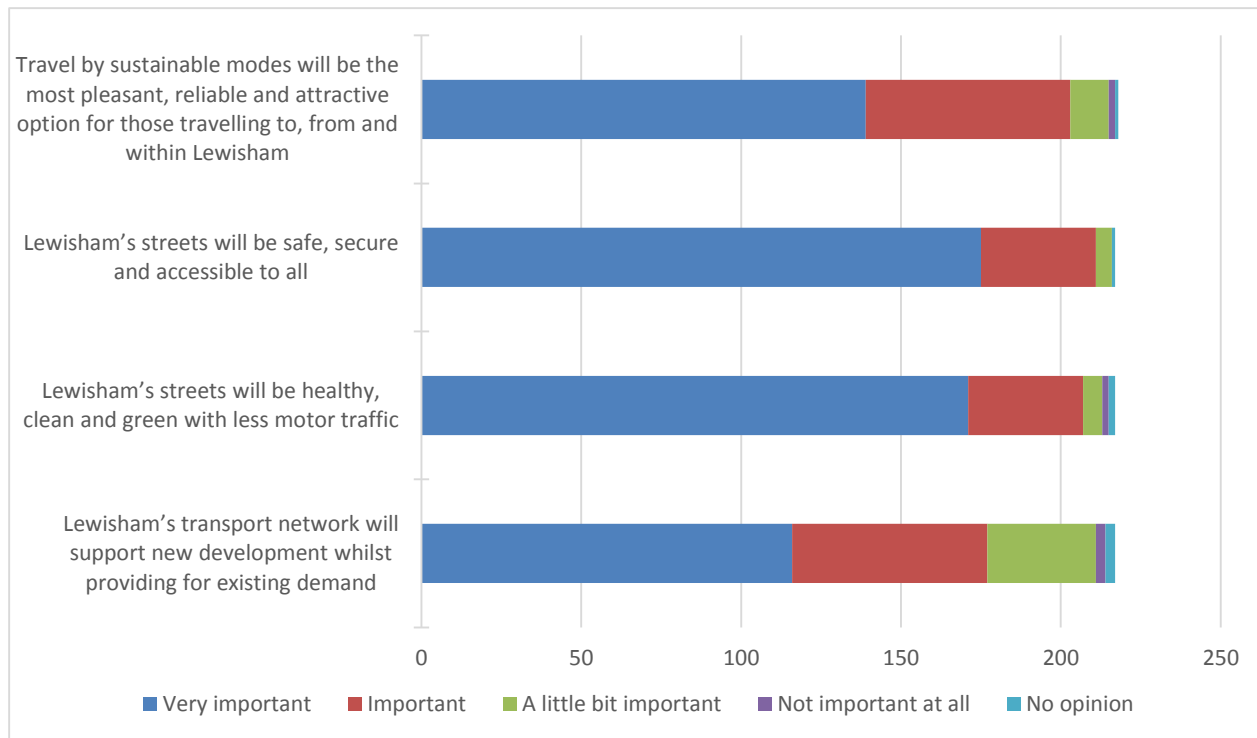
We received 218 responses to the online survey. The following section summarises the online respondents' current travel habits, and how they felt overall about the draft LIP and about specific proposals.

Please select how often you use each method of transport.



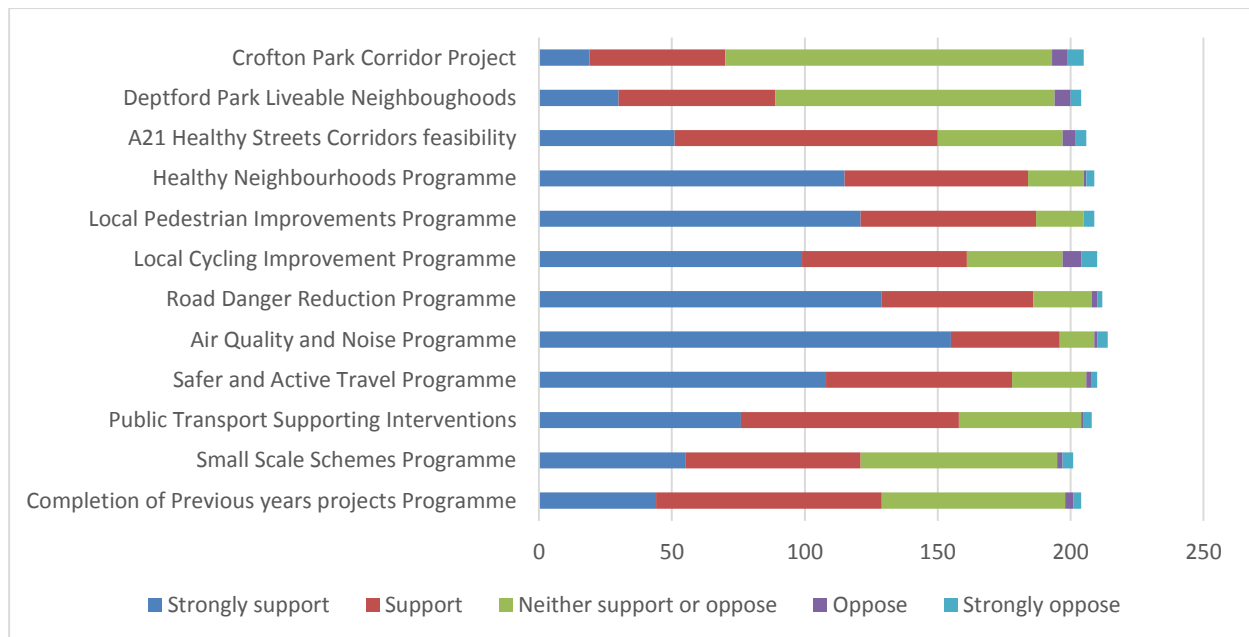
As illustrated above, 83.5% of respondents walk at least once a day, 31.7% of respondents use the bus more than once a week, and 27.5% use the train more than once a week. This shows people do use active transport options, but there are still 61.9% of respondents who continue to use a private vehicle either at least once a week, more than once a week or at least once a day.

How important do you consider each of these objectives to be?



Responses to this question indicated that for all four objectives, over 50% of respondents view them as being 'very important', with 96.8% of respondents viewing the objective of 'Lewisham's streets will be safe, secure and accessible to all' as important or very important. This suggests people are largely supportive of the objectives and view them as important for the borough.

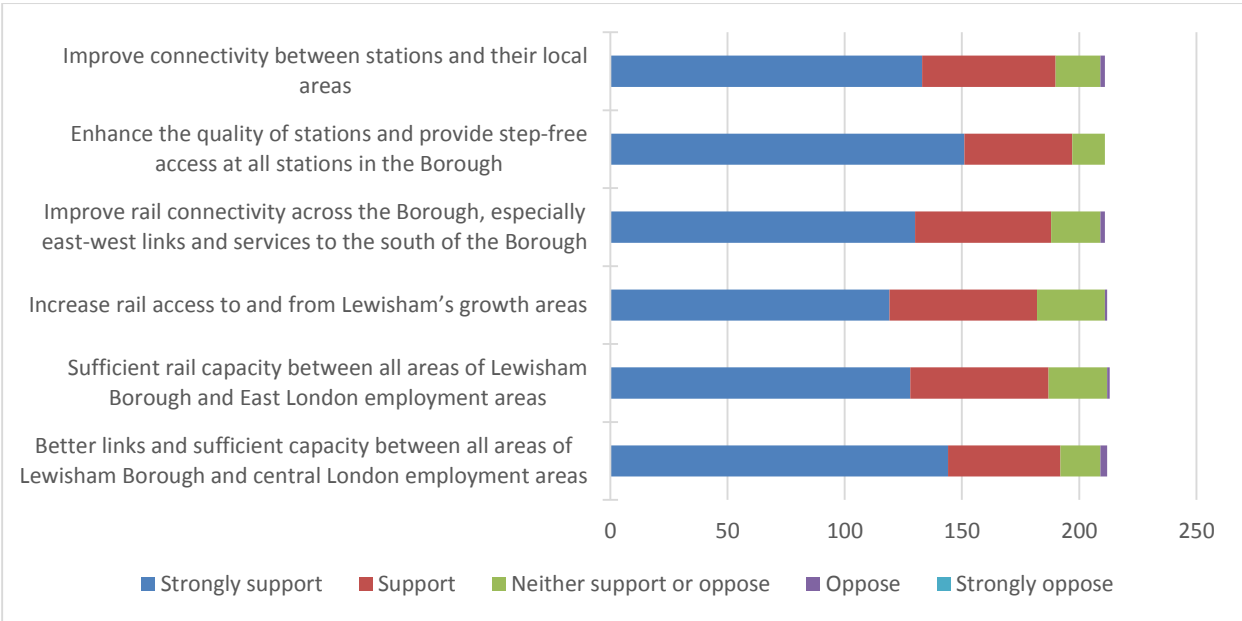
Do you support the individual projects within the programme?



This question showed the project with the highest level of support to be the 'Air Quality and Noise Programme' with 89.9% of people either supporting or strongly supporting the

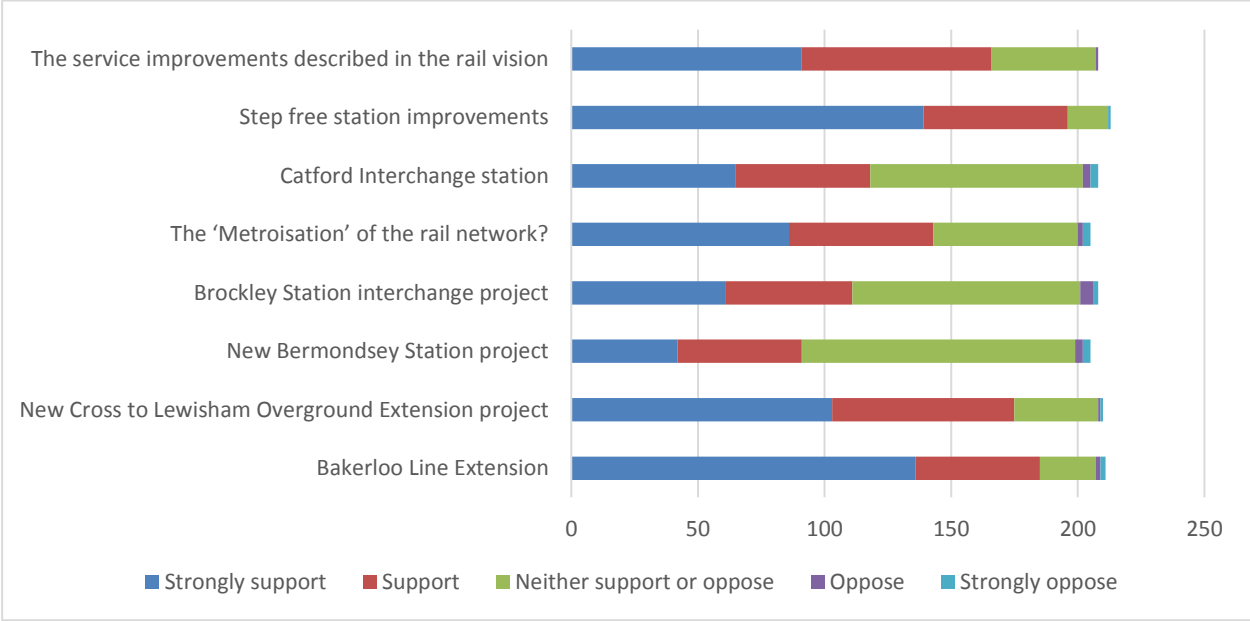
programme. Very few people oppose any of the projects, and the majority of projects have over 50% of respondents supporting or strongly supporting them

Do you support the goals of the Vision for Rail?



Responses to this question demonstrate that for all goals of the Vision for Rail, over 80% of respondents are either in strong support or support for all goals. The goal with the highest level of support was to ‘enhance the quality of stations and provide step-free access at all stations in the Borough’ at 90.4% in support or strong support of the goals.

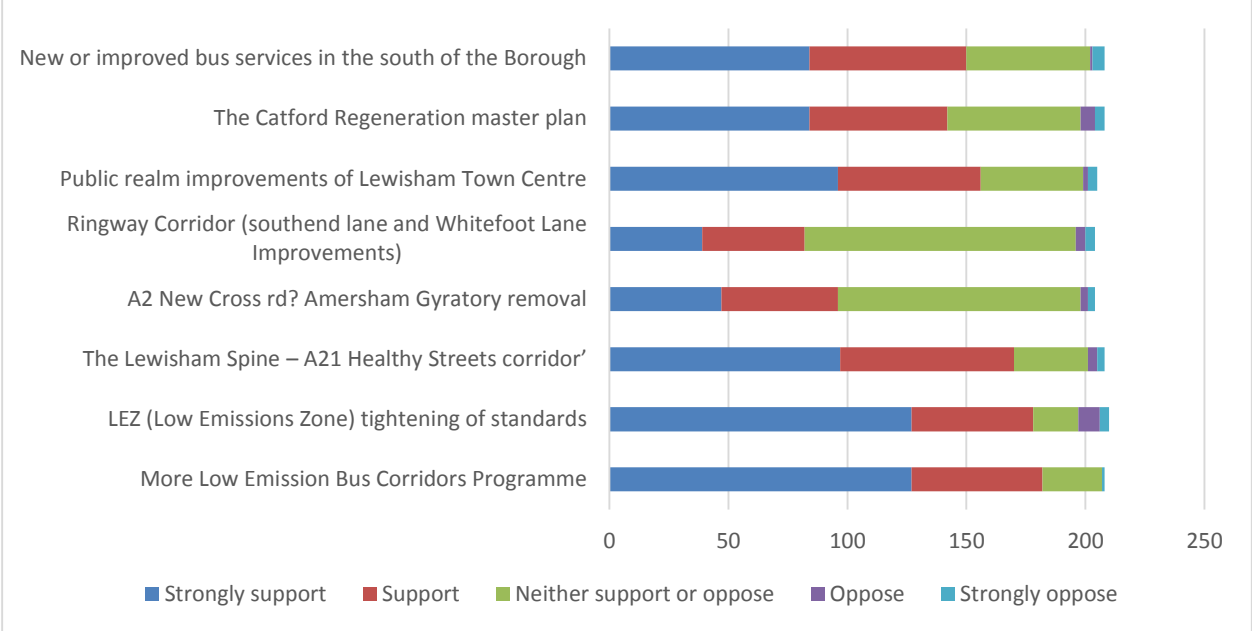
To what extent do you support the following schemes outlined in the vision?



Note: The online survey referred to ‘Lewisham Interchange Station’ as ‘Catford Interchange Station’ in error. However, the LIP Executive Summary and supporting materials for the consultation referred to the scheme as Lewisham Interchange and it is hoped that most respondents will have understood the correct scheme being referred to. The results for this scheme should however be considered with this in mind,

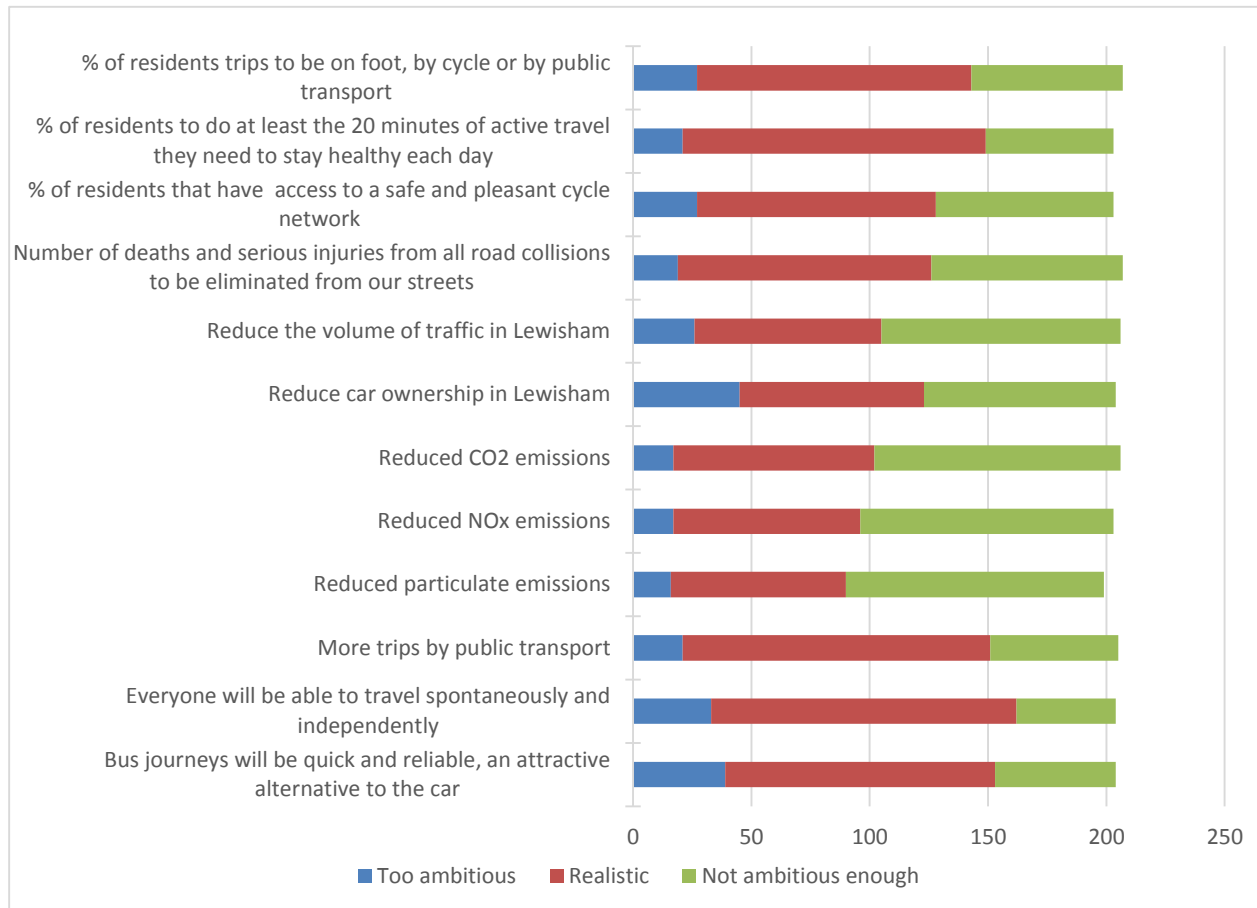
This question indicated that the schemes with the highest levels of support (support or strongly support), at 84.9% and 89.9% respectively, are the Bakerloo Line Extension and step free station improvements. In addition, none of the schemes have perceptible opposition.

Do you support the other schemes listed in the longer term Delivery Plan?



The above shows that although in some cases, there are large proportions of respondents who are neither in support or opposition of the schemes, many of the schemes do have over 50% support (support or strongly support). The schemes with the highest levels of support (support and strongly support) are 'More Low Emission Bus Corridors Programme' at 83.5%, and 'LEZ tightening of standards' at 81.7%.

Do you consider the targets to be sufficiently ambitious yet realistic?



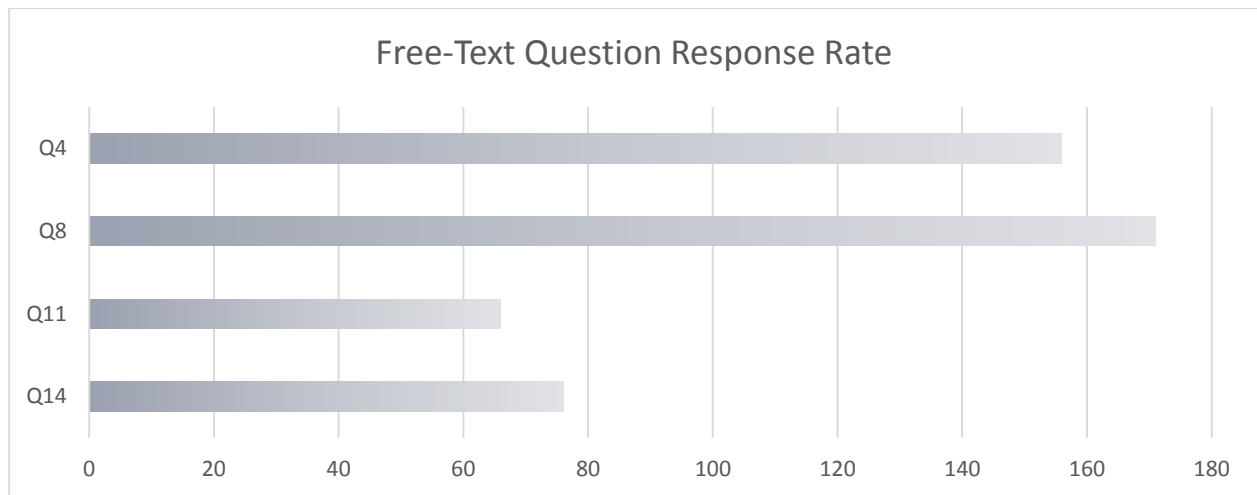
It is interesting to note that for a number of the targets, respondents selected the option of 'not ambitious enough', suggesting people may be willing to take more action than believed, and this can be seen in other responses above. The most divisive target was 'reduce car ownership in Lewisham', reflecting the changing attitudes towards cars at present.

3.3 Online survey – Qualitative Data Summary

Four of the online survey questions gave respondents the opportunity to provide more elaborative responses with free-text answers. These questions were as follows;

- Question 4: Are there any additional challenges and opportunities that should be included?
- Question 8: Please write the reasons why you would like to see a Healthy Neighbourhoods Programme implemented in your area
- Question 11: Do you think there are any objectives or schemes missing from Lewisham's Vision for Rail?
- Question 14: Do you have any other comments about the LIP?

The response rate of each of these questions varied, as shown below, with the highest response is received to the Healthy Neighbourhoods question (Question 8) indicating this topic generated the highest level of interest.



The sum of all free-text comments received was 469 in total. These comments have been read and the sentiment from them have been grouped into the recommendation comments on pages 21 to 27. All complete, unedited comments received are included in Appendix B to E for reference. Any site-specific comments will be reviewed as and when projects in a particular area come forward.

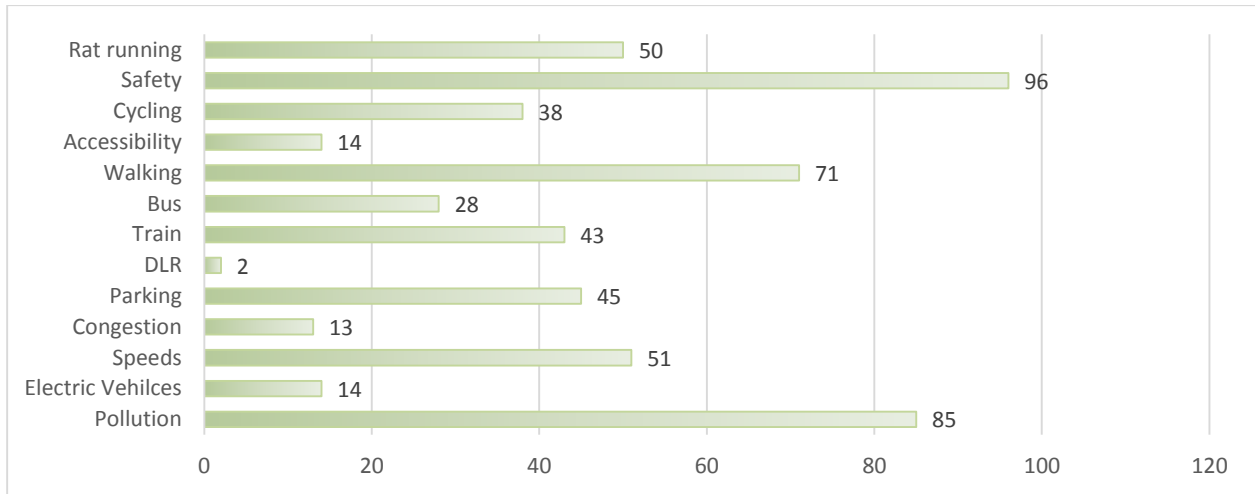
A high-level analysis of responses to each question was undertaken, picking out the frequency of which key themes were commented upon.

Question 4: Are there any additional challenges and opportunities that should be included?

This question had a high response rate of 72%. Words and phrases that related to safety, pollution, and walking recurred most commonly, suggesting that Lewisham's residents view these as primary challenges and areas for improvement.

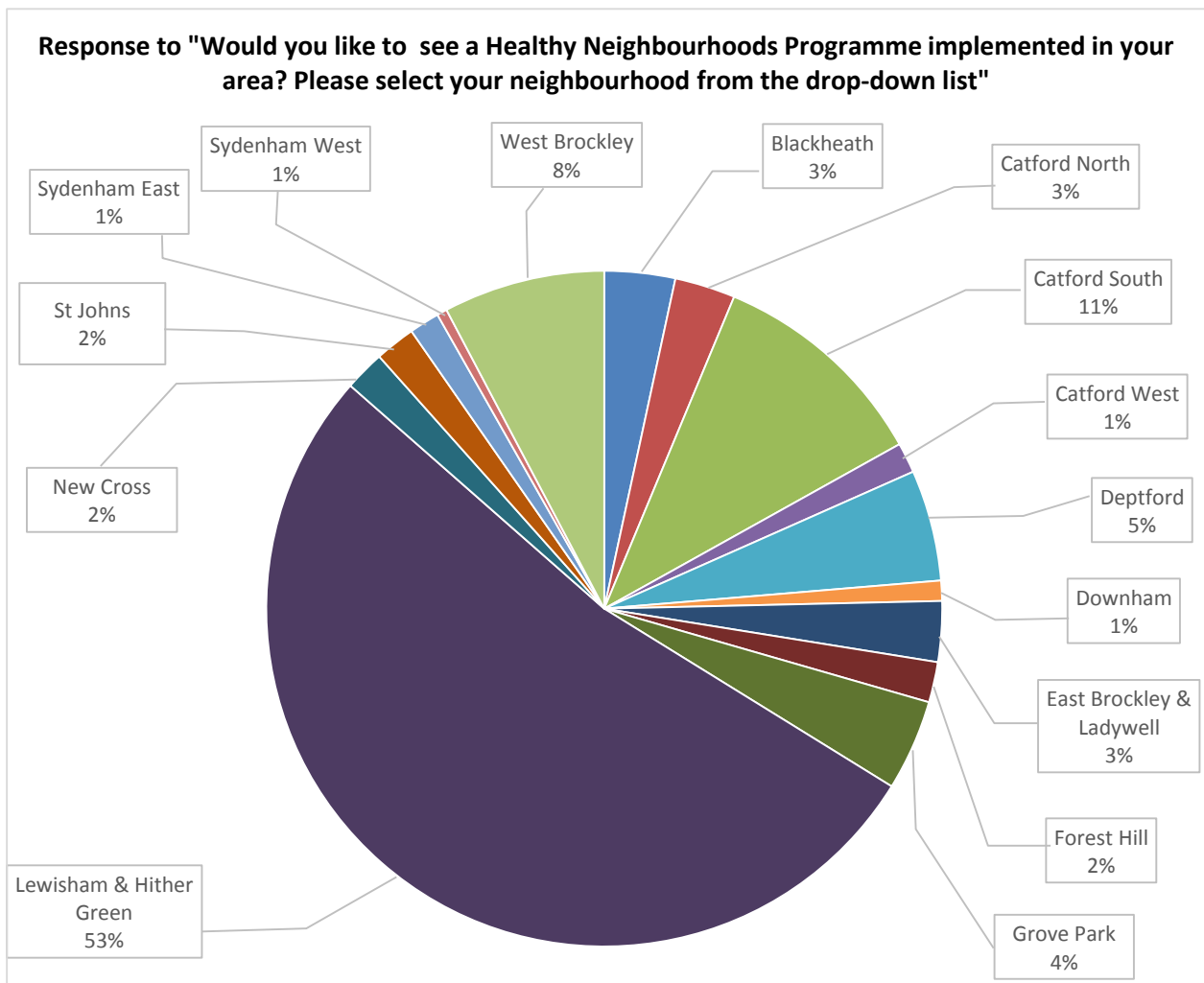
Many of the emerging themes below are interlinked, and residents commonly expressed concerns over high traffic volumes and rat-running leading to poor air quality and safety issues. Another common challenge raised was a general lack of effective commuter transport, both orbital and in the south of the borough.

The overwhelming majority of comments were in favour of improved active and public travel provision, with a focus on reducing traffic volumes.

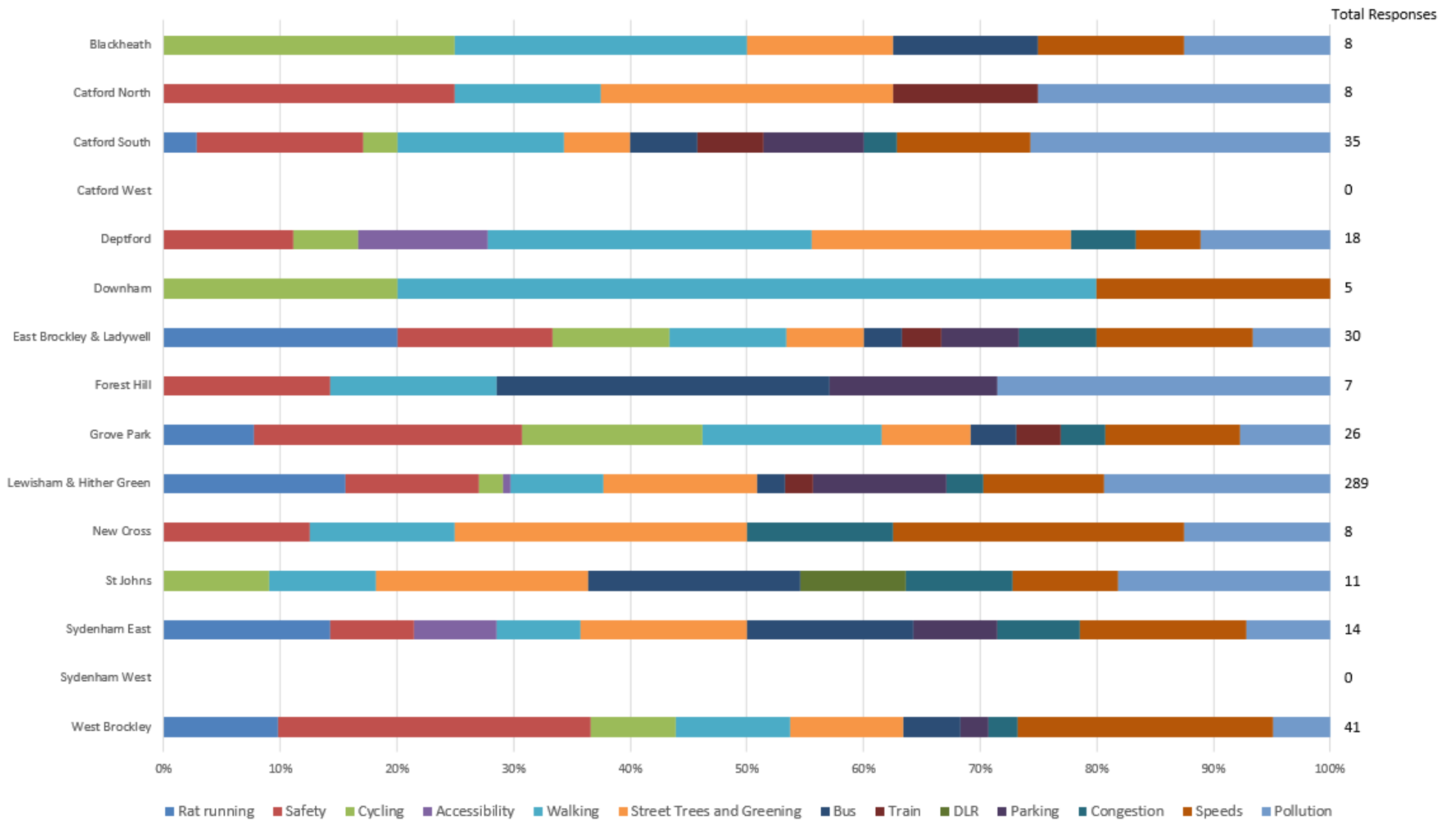


Question 8: Please write the reasons why you would like to see a Healthy Neighbourhoods Programme implemented in your area

This question had a very high response rate of 78%. Prior to this free-text question, respondents were asked to choose their neighbourhood from a drop-down list where they would like to see a Healthy Neighbourhoods Programme implemented. As can be seen below, the majority of respondents chose Lewisham and Hither Green.



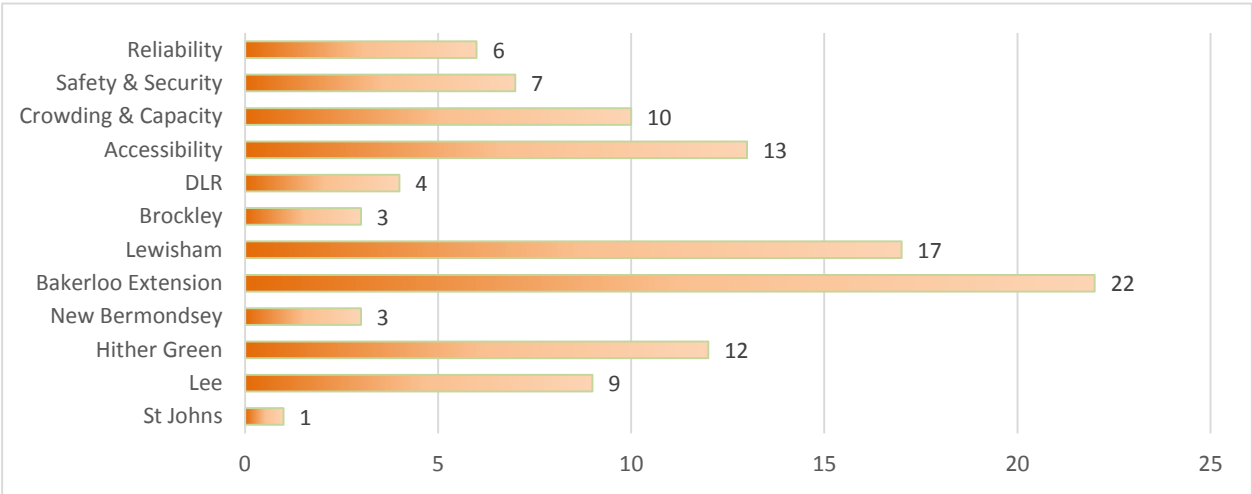
The free-text question asked respondents to elaborate on why they would like a healthy neighbourhoods programme. The figure and table overleaf illustrates the most commonly emerging themes for each neighbourhood, based on key words under each theme. The neighbourhoods of Catford West and Sydenham West received no elaborating comments from respondents who chose them in the preceding drop-down question.



The key themes emerging through from the Lewisham and Hither Green community relate to pollution, rat running, street trees and greening, safety and parking. These are similar to themes emerging in the other neighbourhoods, however the sample sizes for these areas are much smaller and would need more input to determine recurring concerns.

Question 11: Do you think there are any objectives or schemes missing from Lewisham's Vision for Rail?

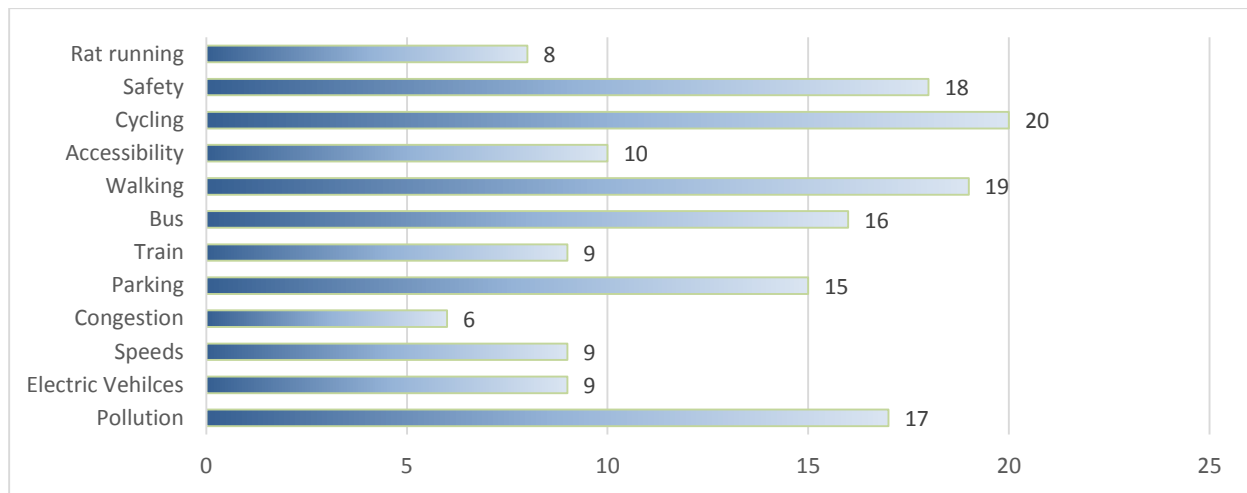
The response rate to this question was comparatively low, at 30%. Themes that were most regularly commented upon included the Bakerloo Line Extension, the areas of Lewisham and Hither Green, and station accessibility.



Respondents regularly commented on a desire to extend the Bakerloo Line Extension to the south of the borough including Catford, Hither Green. There was also a recurring call for improvements to access and capacity in Lee, and requirements for step-free access at Hither Green. Feedback also included the naming of the proposed New Bermondsey station, with the name felt as misleading; the alternative name of Surrey Canal was suggested.

Question 14: Do you have any other comments about the LIP?

This question received a response rate of 35%. Commented upon themes were relatively diverse, however comments on cycling and walking, safety, buses, parking and pollution came up most regularly.



General comments that were brought up repeatedly include;

- Addressing parking and air quality by schools
- Requests to investigate tunnelling the A205 South Circular
- There should be more focus on powered two wheelers
- Better access for people with buggies on buses and at train stations, and pavement parking causing obstructions
- More consideration of vulnerable pedestrians needed
- Calls for action on Drakefell Road to reduce traffic and improve safety and pedestrian environment
- Addressing commuter and pavement parking
- A need to plan ahead for autonomous vehicles
- Opinion that the LIP needs to be more ambitious and creative

Recurring responses

There was a total of 27 respondents who provided identical responses to questions 4 and 8. These responses were from prompted by the LiveLee action group, with residents from Lee Green and neighbouring areas responding. LiveLee provided a summary of the LIP document's consultation and impacts on the interests of the Lee area, and provided suggested responses to the survey which reflect what is felt as the residents' common interests.

This level of response comprises 12% of the total response rate to the survey, and indicates a strong desire from the Lee area for improvements to current issues with rat running, commuter parking and pollution.

It should be noted these recurring responses will have an impact on analyses of free-text questions above, with the popularity of themes potentially skewed towards the

repeated responses. However, it is also clear from the extent of the repeated responses that this is a primary concern amongst the borough's residents.

3.4 Emails

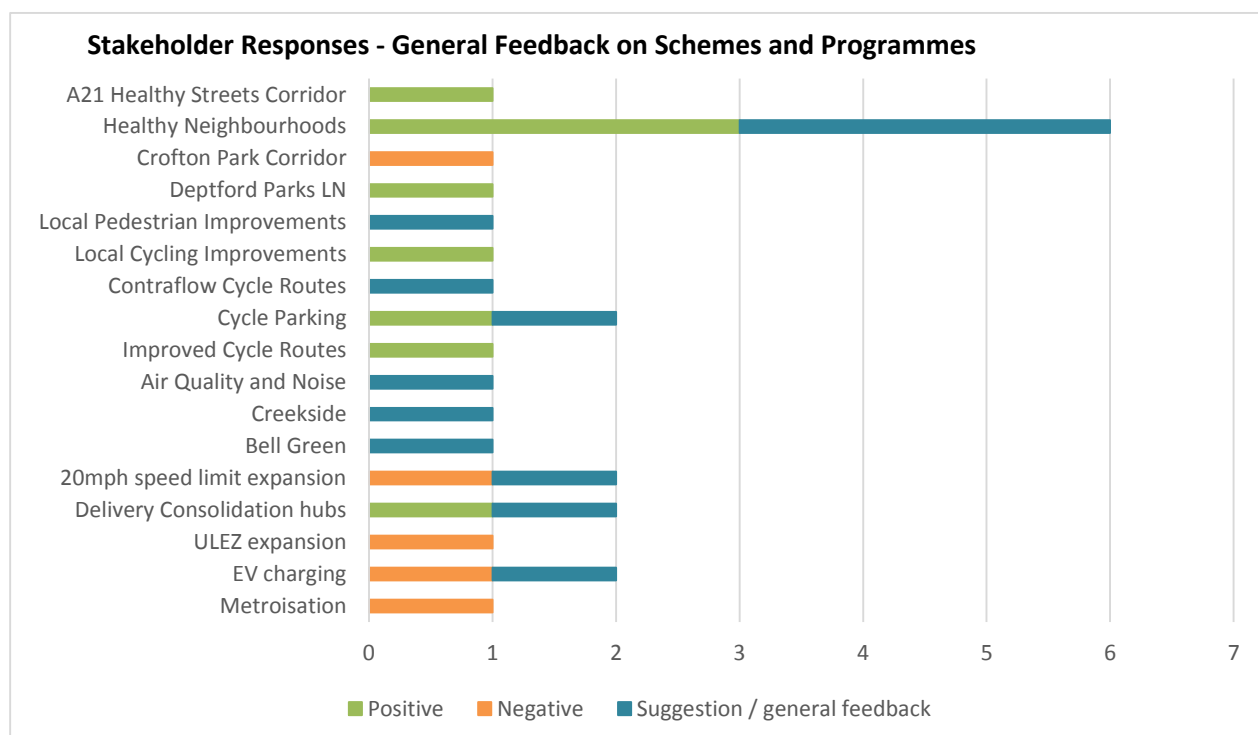
We received 8 emails (Appendix F) from the following key stakeholders regarding the proposals;

- Metropolitan Police
- Lewisham Cyclists
- London Borough of Lewisham Nature Conservation
- Freight Transport Association (FTA)
- Grove Park Neighbourhood Forum
- Drakefell Road Action Group
- Lewisham Living Streets
- Perry Vale Residents

The responses were generally detailed and well considered, commenting on many aspects of the LIP as well as offering suggestions for further considerations and schemes.

Comments that related to specific LIP schemes or programmes, and the LIP targets have been picked out and classified based on whether they were generally negative, positive or offering feedback or further suggestions.

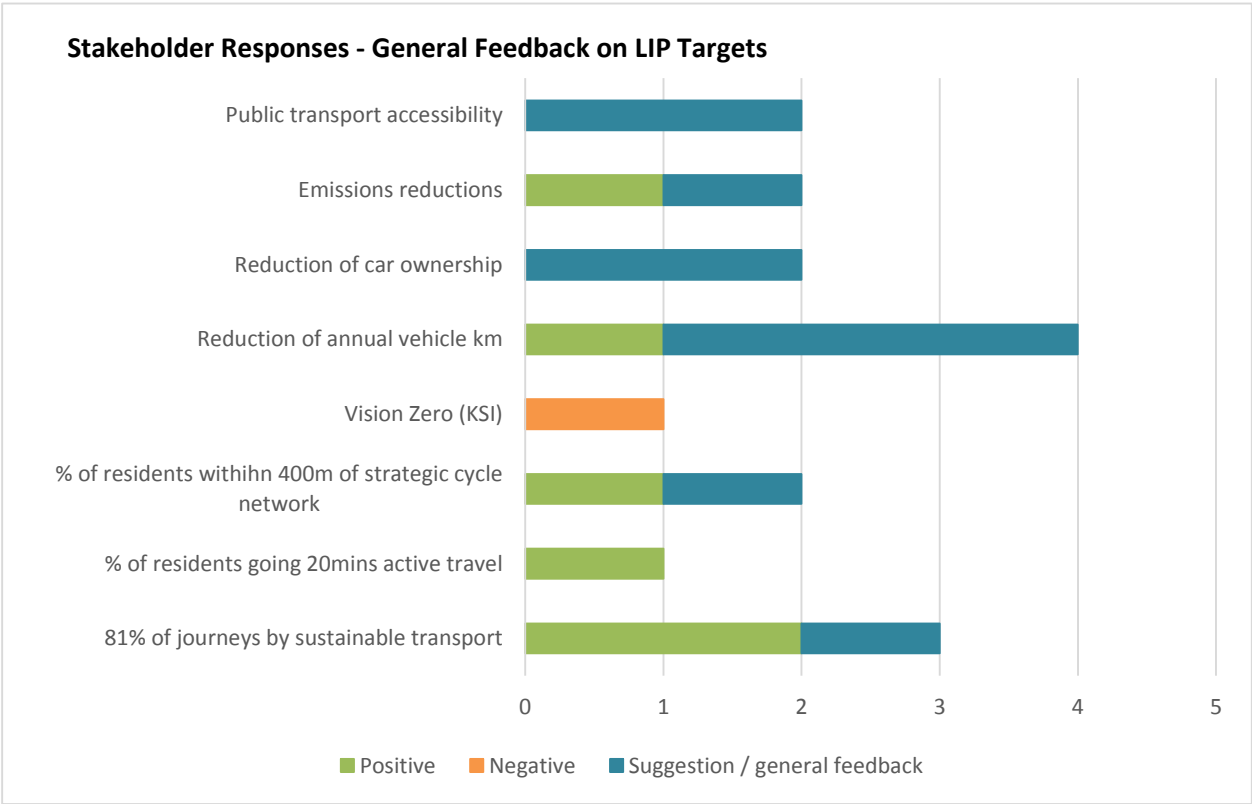
The figure below shows the general feedback received relating to schemes and programmes in the LIP.



As shown, comments on the whole were generally positive or offering further suggestions / feedback. The proposed Healthy Neighbourhoods scheme was commented upon most heavily, with comments generally positive or offering general feedback and suggestions.

The schemes in the LIP that received negative comments were relating to the Crofton Park Corridor scheme, the 20mph speed limit expansion, the borough's support for the Ultra Low Emission Zone (ULEZ) expansion, provision of electric vehicle (EV) charging points, and 'metroisation' of the borough's rail services.

The figure below shows the general feedback received relating to the LIP targets for the borough up to 2021 and 2041.



As shown, comments were generally positive or offering further suggestions / feedback. A negative comment was received relating to Vision Zero, offering the opinion that it omits to consider substantial parts of the pedestrian experience.

The targets for reductions in annual vehicle km, and increased sustainable transport mode share drew the most regular comments.

The above provides a general overview of comments relating to the contents of the draft LIP, however the feedback received was wide-ranging and specific to the interests and expertise of the individual stakeholders. A selection of the key points of each stakeholder response are therefore summarised below. The full responses are included in Appendix F.

Metropolitan Police

Supportive of the draft LIP; when the schemes are further progressed, they would comment in more detail with the input of Designing out Crime Officers.

Lewisham Cyclists

- Delivering the target for 19% of residents within 400m of the strategic cycle network by 2021 will require a step-change in delivery rate of Quietway-type developments.
- The existing LCN (London Cycle Network) routes should not be neglected and could be improved through better signing, maintenance and more effective joining up.
- The current proposals for the Crofton Park Corridor are unlikely to encourage cycling or reduce traffic. It requires to be linked to nearby Quietways and LCN routes.
- Extend improvements around Lewisham Shopping Centre to include bicycle access.

LBL Nature Conservation

- The existing Green Chain Walk Route was established over 30 years ago. It is a valuable resource and auditing and maintenance should not be neglected.

Freight Transport Association (FTA)

- The logistics industry is highly regulated already and further regulation (ULEZ / 20mph extension etc.) could cause higher operating costs, and negatively impact businesses and residents who depend on freight.
- The target to reduce car ownership will increase reliance on freight industry.
- HGVs are not optimal at 20mph and would negatively influence emissions.
- FTA does not support Lewisham's objections to the Silvertown Tunnel proposals.

Grove Park Neighbourhood Forum

- Suggested Grove Park Urban National Park project for inclusion in the LIP to provide sustainable transport links; the project includes thirty acres of cycle paths, footpaths, bridle paths and a reduction in air pollution.

Drakefell Road Action Group (DRAG)

- Drakefell Road is subject to problems with rat-running, high HGV movements, pavement parking and a traffic-dominated environment causing problems for all pedestrians.
- DRAG is very supportive of the Mayor's Healthy Streets agenda and is keen to work with the Council to create an exemplar scheme on the link, which provides an important walking and cycling link between Brockley and Nunhead stations.

- DRAG considers that the LIP document does not sufficiently articulate the Healthy Streets ambition or describe the opportunities to increase walking.
- The LIP need to consider autonomous vehicles and demand responsive transport.

Lewisham Living Streets

- EV charging infrastructure will need to keep up with increased ownership. Increased kerbside charging points will cause obstructions to pedestrians without careful planning.
- Lewisham Council should focus activities and funding on their own network where they have most power (not TLRN / public transport etc. where influence is limited).
- Prohibiting pavement parking needs to be enforced to end the practise borough-wide.
- Suggestion for a restructuring of certain funding programmes into one single fund to focus on creating low traffic neighbourhoods across the whole borough.
- Preference for borough-wide initiatives to encourage walking and cycling rather than the more expensive and less effective specific-site projects.
- Would like emphasis on improving the pedestrian experience in all schemes of the Delivery Plan.
- The reduction of annual vehicle km target for 2021 is not realistic with the schemes in the three-year Delivery Plan, and the 2041 target is dependent on public transport improvements over which the Council has limited control.
- Future schemes will need to take into account vulnerable pedestrians, particularly those who are young or who are mobility impaired.
- The Vision Zero focus on KSI data omits a substantial part of the experiences and anticipations of pedestrians. It is also important to be aware of the impact of 'lesser' injuries that are not classified as 'serious'.

Perry Vale Residents

- It is suggested that the Perry Vale Labour Party motion to improve access to green spaces contributes towards the LIP.
- This includes a call for Lewisham to demonstrate a commitment to the London National Park City, through measures including a borough-wide review of pedestrian routes between residential areas and their local green spaces, and carrying out a borough-wide review of cycle routes and paths with a view to creating more quiet routes.

3.5 Sustainable Transport Select Committee

The Sustainable Transport Select Committee considered the Draft LIP3 and provided the following comments;

- Councillors welcomed the focus on walking and cycling
- Councillors wanted to see a review of rail stations undertaken, so that as and when funding becomes available, the Council has a strategy it can refer to.
- Councillors wanted to see more reference to air quality when describing the benefits of individual schemes.
- A Councillor raised the issue that there was no proposed cycle route on the south circular.
- A Councillor spoke about the targets set by TfL for Lewisham under the 9 objectives, and considered that the air quality targets were not ambitious enough.

3.6 TfL Feedback

The draft Lewisham LIP3 was submitted to TfL in October 2018, and formal feedback was received from them on the 7th December (see Appendix G).

The comments received were relatively minor in nature, and focussed on Chapter 2 of the draft LIP3. The comments are summarised as follows;

- The LIP clearly sets out how Lewisham's aspirations and objectives align with those contained in the MTS
- The short and long term goals included within the LIP are consistent with the aims of the MTS and give confidence that the 'good growth' principles will be applied in opportunity areas and new developments.
- The delivery plan sets out schemes that encourage active travel through changing travel behaviour at a local level and implementing measures that will help address the uneven public transport provision across the borough.
- As per previous feedback provided, to ensure further confidence that the final LIP will be approved by the Mayor in February more detail could be included from the City Planner tool, for example the borough activity level map with commentary and the step free access map.
- The collision analysis included is excellent, however further detail on measures that relate to crime reduction in the borough would also be useful.

Specific comments pertaining to actions for the LIP document are detailed further in Chapter 4.

4. RECOMMENDATIONS

4.1 Consultation feedback summary

The following summarises feedback to the draft LIP3 from the various consultees:

| What you said | What we are doing |
|--|---|
| Online Survey | |
| Need to address parking and air pollution, particularly around schools | The 'Air Quality and Noise', and 'Healthy Neighbourhoods' Programmes will look at this. The Healthy Neighbourhoods programme in particular will provide a focus on schools through Healthy Schools and School SuperZones initiatives. As the programmes in the LIP3 progress, specific areas will be targeted and prioritised based on need and local demand. |
| Opportunity for Lewisham to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling. | This opportunity has been identified in the LIP3 document and the Healthy Neighbourhoods programme is geared towards exploiting this opportunity through a network of neighbourhood 'cells'. |
| Need to address rat-running, with particular demand from the Lee and Drakefell Road residents | The LIP aims to target rat-running through its Healthy Neighbourhoods programme, by encouraging more active travel and traffic reduction and point closures. Specific locations will be informed by further assessment and local need. |
| There should be more focus on powered two wheelers | The needs of powered two-wheelers have been considered as a priority under the LIP's road safety strategy, highlighting the importance of balancing the needs of all road users. |

Requests to investigate tunnelling the A205 South Circular

This is part of the Transport for London Road Network (TLRN) and falls outside of the Council's direct control. Based on the overarching aim of the new MTS, to reduce road traffic and increase sustainable travel, mode share, the Council does consider it unlikely that TfL will progress this option which would be a costly investment for vehicle infrastructure with minor benefit to other modes, as the surface level route would need to remain open to accommodate local traffic.

Better access for people with buggies on buses and at train stations, and pavement parking causing obstructions

One of the goals of Lewisham's Vision for Rail is to provide step-free access to all stations in the borough.

The Council does not have control over on-board spaces for buggies and wheelchairs, but the Council does aim to bring all bus stops up to TfL accessible standards as part of the LIP, and will work with bus providers to maximise frequency and route optimisation to improve issues of crowding. The LIP identifies the Council's aim to increase controlled parking zones (CPZ) within the borough where supported by local residents, including addressing pavement parking issues.

More consideration of vulnerable pedestrians needed

The 'Local Pedestrian Improvements' Programme included in the LIP aims to focus on improving accessibility for vulnerable users and those with mobility issues, through ensuring dropped kerbs and tactile paving are provided where needed focussing around links to public transport.

Calls for action on Drakefell Road to reduce traffic and improve safety and pedestrian environment

The Healthy Neighbourhoods Programme would go towards addressing many of the local residents' concerns in this area, and as the programme progresses, the Council will examine traffic reductions measures within schemes

Addressing commuter and pavement parking

The LIP identifies the Council's aim to increase controlled parking zones (CPZ) within the borough, and these will be brought forward through assessment of need and consultation with residents.

The LIP needs to plan ahead for autonomous vehicles

It is unclear as to how fast vehicle autonomy will progress over the life of this LIP. Lewisham officers will continue to monitor progress of pilot projects

Stakeholder Emails

The Crofton Park Corridor requires more work to encourage cycling, particularly linking to nearby Quietways and LCN routes.

The Crofton Park project is being reviewed prior to the next phase in order to ensure alignment with this new LIP and the healthy streets approach

The proposed improvements around the Lewisham Shopping Centre should include cycling improvements.

This will be examined as the scheme progresses, and any identified interventions will be implemented through the 'Local Cycling Improvements' programme.

The existing Green Chain Walk Route should be maintained through auditing and maintenance.

Support will be offered to walking and cycling routes such as The Green Chain Walk to understand its condition and strategic role under this new LIP and the healthy streets approach

The ULEZ and 20mph expansion could cause higher operating costs in the freight industry and impact local businesses.

The Council acknowledges this concern, and will work with TfL to fully consider the impacts and explore mitigation as these proposals progress.

HGVs are not optimal at 20mph and would negatively influence emissions

This is noted, however the Council expects that coupled with the LIP measures for reduction in private vehicle use, the disbenefits to HGV emissions will be offset. Further to this, it is anticipated that Freight Transport vehicle stock will gradually adapt to comprise low emission vehicles and so emissions levels in the freight industry will improve on a gradual basis.

Grove Park Urban National Park project suggested for inclusion in the LIP

The Council recognises the benefits of this scheme, and as the LIP delivery programme progresses, it will explore opportunities to include elements of the scheme in appropriate programmes.

The LIP document does not sufficiently articulate the Healthy Streets ambition or describe the opportunities to increase walking.

The Healthy Streets ambition is referred to within the LIP, which is outlined in full within the MTS. TfL have discouraged boroughs from repeating text within the LIP that can be found elsewhere, in favour of providing a clear and succinct document. The LIP has taken on board the Healthy Streets approach in several of its programmes, most notably the Healthy Neighbourhoods programme and the Council feels that the LIP has fully considered the opportunities for walking through use of TfL's City Planner data, Census data, and analysis of potential barriers to walking. This will be continued on an ongoing basis as the LIP Delivery Plan progresses.

The LIP need to consider autonomous vehicles and demand responsive transport.

It is unclear as to how fast vehicle autonomy will progress over the life of this LIP. Lewisham officers will continue to monitor progress of pilot projects. Demand responsive transport has a role to play in an ambitious city that is seeking to reduce car ownership and use. Lewisham officers will continue to review options to enhance the transport options in the borough in line with progress against the LIP outcomes

EV charging infrastructure will need to keep up with increased ownership. Increased kerbside charging points will cause obstructions to pedestrians without careful planning.

Keeping up with EV charging demand is recognised as a necessity by the Council, and there is a commitment within the LIP to expand EV charging points.

The Council recognises the importance of preserving minimum footway clearances for all users and will be mindful of this going forward.

Prohibiting pavement parking needs to be enforced to end the practise borough-wide.

The LIP identifies the Council's aim to increase controlled parking zones (CPZ) within the borough. These will address pavement parking through formalised bays and will be brought forward through assessment of need and consultation with residents.

The following LIP funding programmes should be restructured into one single fund;

- Healthy Neighbourhoods
- Local Pedestrian Improvements
- Local Cycling Improvements
- Road Danger Reduction
- Air Quality and Noise
- Safer and Active Travel

It is felt that whilst the direct expenditure on cycling improvements is welcome, direct pedestrian improvement is significantly disproportionately low and needs considerable increase.

This single fund should mostly be spent on creating low traffic neighbourhoods across the whole borough with emphasis placed on improving main roads.

A main focus of the LIP is to balance the needs of all road uses, particularly those that fit with the Healthy Streets approach. As such the Council wishes to avoid favouring one mode above all others, whilst recognising the massive importance of improving and encouraging walking within the borough.

Each of the funding programmes listed contain some element of pedestrian improvement, and the intention of keeping them separate is to guide funding in a holistic sense to improve Lewisham's environment from all perspectives.

Preference for borough-wide initiatives to encourage walking and cycling rather than the more expensive and less effective specific-site projects.

The Council recognises that the quality of transport provision varies across the borough, and it considers that it is important that the underserved portions of the borough are targeted for improvement.

However, it is acknowledged that smaller, wider-scale schemes are also beneficial and this is something that the LIP's Healthy Neighbourhoods programme aims to achieve, creating schemes using small-scale improvements over a wider geographical area.

The reduction of annual vehicle km target for 2021 is not realistic with the schemes in the three-year Delivery Plan, and the 2041 target is dependent on public transport improvements over which the Council has limited control.

The Council recognises that collaboration with neighbouring boroughs, TfL and public transport providers is essential in achieving these targets, and intends to engage with these key stakeholders through all stages of the LIP to maximise the borough's progress towards achieving the targets.

Future schemes will need to take into account vulnerable pedestrians, particularly those who are young or who are mobility impaired.

This is noted, and the Council will be mindful of its LIP objectives when implementing all proposed schemes, particularly;

Lewisham's streets will be safe, secure and accessible to all

The Vision Zero focus on KSI data omits a substantial part of the experiences and anticipations of pedestrians. It is also important to be aware of the impact of 'lesser' injuries that are not classified as 'serious'.

Vision Zero is intended to provide a target and measure to aspire to. This does not mean that lesser injuries will be disregarded, and the new approach of 'Road Danger Reduction' provides a fundamental shift in targeting the cause of accidents at-source, prioritising the needs of pedestrians, cyclists and public transport users.

Lewisham should demonstrate a commitment to the London National Park City, through measures including a borough-wide review of pedestrian routes between residential areas and their local green spaces, and carrying out a borough-wide review of cycle routes and paths with a view to creating more quiet routes.

The LIP identifies which new cycle routes will need to be implemented on a borough-wide scale to achieve the borough's target of increasing the percentage of residents living within 400m of the strategic cycle network.

The Council recognises the importance of linking pedestrian areas to green spaces, and this is reflected in the 'clean and green' aspirations of the LIP. As the Delivery Plan progresses, opportunities for implementing parklets and creating linear parks will be explored. The LIP also identifies the Borough's aspiration to improve walking and cycling links to Beckenham Palace Park.

Sustainable Transport Select Committee

Councillors wanted to see a review of rail stations undertaken, so that as and when funding becomes available, the Council has a strategy it can refer to

This work will be commissioned, subject to funding availability, and the outputs fed into the Rail Vision.

Councillors wanted to see more reference to air quality when describing the benefits of individual schemes

This has been added

A Councillor spoke about the targets set by TfL for Lewisham under the 9 objectives, and considered that the air quality targets were not ambitious enough

The targets are in line with those suggested by TfL, but will be kept under review

The issue that there is no proposed cycle route on the South Circular was raised.

The Council has an aspiration to provide improved cycle facilities along the South Circular, and this aspiration will be noted within the LIP. However, it is also acknowledged that there are several challenges associated with achieving dedicated provision, in particular, creating enough space for a **continuous** cycle link. However, it is understood that TfL is seeking to incorporate segregated cycle provision into Catford town centre.

TfL Recommendations

Outcome 1 – Use the borough activity level map from the City Planner Tool. Then provide brief commentary.

Noted – this will be incorporated.

Outcome 2 – Make reference to reducing crime.

The draft LIP makes reference to improving perceptions of security in the borough, and ‘designing out crime’ through improved lighting, accessibility and dealing with vandalism.

Outcome 3 – There is no map of traffic flows or car ownership in the borough. You might want to consider including some – possibly moving figure 9 and analysis from the local context section to here.

The revised LIP will make better reference to figure 9 and analysis within Outcome 3, and include a plan depicting car ownership.

Outcome 4 – Add the NOx, PM and CO2 maps from City Planner tool. That will allow a geographical discussion.

Noted. The City Planner Tool only has data for NO2 and PM10 levels. London Atmospheric Emissions Inventory (LAEI) maps will be incorporated for NOx, PM_{2.5} and PM₁₀ concentrations.

Outcome 5 – The BLE scheme might better sit under outcomes 8 and 9.

Noted – cross references will be added.

Outcome 6 – It would be worth including the step-free vs full network map from City Planner tool.

Noted – this will be incorporated.

There could be a much stronger emphasis on measures to reduce car dependency and to apply demand restraint particularly focused on car parking in new developments and supporting measures such as CPZs.

Noted – this will be added.

We will issue a revised set of borough trajectories for Outcome 2 and Vision Zero and need boroughs to update their targets to reflect these new trajectories in their final LIP for 2022 and 2030 (2041 is unchanged at 0).

Noted – this will be amended once received from TfL.

The borough is also asked to include text in the final LIP under Outcome 2 explaining the reasoning for the change in trajectories and targets (exact text is provided in Appendix G).

Noted – this will be added

Appendix A
Online Survey – Summary Report

Appendix B
Online Survey – Question 4 Responses

Q4: Are there any additional challenges and opportunities that should be included?

Full, unedited responses from respondents:

The challenge in Grove Park centre is to bring together landlords of shops and other premises including Network Rail and SE Rail to improve the quality of the services/shopping environment including aesthetics.

Inadequate funding/investment availability

Increase frequency of 346 bus.

Introduce pedestrian lights between Horniman Museum bus stop across Sth Circular to Sydenham Rise side

Introduce speed reduction measures along Sydenham Rise SE23

Remove road building waste along Sydenham Rise beside the park, and make a surfaced path suitable for all weathers

Cycle paths are not clearly marked

Too many cycle paths sharing pedestrian ways

Cars are speeding through the borough (despite the 20 mile limit in most areas) and hassle car drivers who try to stick to the maximum speed.

When building work occurs, the road and pedestrian ways become interlinked and extremely dangerous. This does not seem to bother Lewisham Council when I have reported bad driving/dangerous parking near ongoing building developments.

Charging points for electric vehicles. Where are they?

How can any take the council attitude seriously when I find out a new school building is being built in an area which permanently breaks EU guidelines for Nitrous Oxide pollution.

Monitor and reduce traffic flow and speed in residential areas, such as Lausanne Road, SE15. There is a growing amount of industrial and large vehicles driving along this road at a fast pace, causing both a danger and noise disturbance to the local residents. The road needs work to smooth out, hence reducing the noise, the large vehicles need restricting (i.e. with a width restricter such as Drakefell Road, and most importantly the speed on this road needs to be monitored.)

Needs more cycle lanes and safer roads for us to feel safer walking along side. No one enforces the 20 mph and Le May junction with Baring road constantly people drive on the wrong side during rush hour.

A20 as a subsidiary to the A2 carries far too much traffic, especially international/long distance coaches and hgvs. Much of the vehicular traffic during rush hour is single occupation transport especially trade vans. A20 suffers excess traffic whenever A2 and or South Circular have traffic issues. The result is a poor quality neighbourhood experience along the entire length of the A20 from Eltham Road lights all the way into Lewisham. The road is also subject to significant speeding by two wheeled vehicles especially from the Lee Green crossing towards Lewisham. Too much traffic passing through Lewisham is non local - from further parts of south east London and Kent, much of which should be constrained to A2/Blackwell Tunnel or South Circular.

Public transport can be strenghten so people do not need to use their cars. Also, more tax on second cars , plus bicycles must be more respected on roads! hardly any space to pass with your bike, on top bus drivers are the most dangerous towards us. You try to pass, they see you then accelarate upon....like you have a hidden motor somewhere!!

Awareness of the air quality can be achieved by putting up posters around, people must be alerted not to use their cars for all their journeys

Much better road surfaces along cycle tracks. Access to Hither Green train station. Reducing traffic on the South Circular. People driving to Hither Green station from further out and parking in residential streets (more parking permits!). Also, more disabled parking spaces near the staion and shops.

Improve QUALITY of rail service system and refurbishment of rail stations infrastructure

How to counter the tendency of traffic apps like Waze, to send commuters into residential streets, if it saves a few seconds, regardless of health and well-being problems caused to residents.

Parking around schools - should be banned

Parking on the footway - absurd this is encouraged by LBL painig dashed lines on the footway.

Dealing with safety and air quality issues for children journeying along routes to schools; demonstrating compliance with the London Mayor' Air Quality Strategy by avoiding entrances off major roads, ie an opportunity has just been missed by Planning Committee B on 11 October 2018 in approving extension proposals for Ashmead Primary School with an access off Lewisham Way despite evidence indicating high roadside pollution levels and pavement congestion alongside the A20. The recent death of Ella Kissi-Debra of Brownhill Road links asthma problems to road pollution graphically in the borough. Positive reassurance studies are needed to show how impacts can be minimised.

No mention of poor access to trains at Crofton Park northbound. This all but prevents anyone with many physical disabilities from getting onto/off trains.

No mention of whether electric vehicle charging facilities will be on road or on pavement.

No mention of any general cycle parking facilities (i.e. stands at Bellingham station).

No mention of electric assisted bicycles

No mention of enforcement of 20 mph

Crofton Park scheme will deliver very little to encourage more walking and cycling trips. Mention of reviewing schemes should be looked at.

Local residents should be included in any school travel planning projects

A review of all legal pavement parking should be done with a review of areas with narrow pavements due to pavement parking.

Page 24 - does no one travel to/from the City of London?

Road resurfacing should look to create better streets rather than just resurface as existing. EG narrow carriageway to create segregated cycle tracks - Stondon Park a idea example.

As an organisation we do not agree with many aspects of the Mayor's Transport Strategy and hence we do not agree with many elements of the LIP. Enforcing modal shift is not what the public want and you should not be dictating how people choose to travel, whether you think it is for their own good in improving health or not.

We suggest that you should be looking at how to improve the road network to reduce congestion and hence air pollution, not making it worse by closing streets to vehicles and other similar measures. There should be reference to the failing service provided by southeaster which get steadily worse. There should also be reference to the levels of pollution which deter people from walking near main roads.

For an inner-London borough Lewisham remains sadly car-orientated.

Specifically:

The cycling infrastructure is virtually non-existent and where it does exist cars always seem to come first.

Allowing cars to park on pavements is appalling. I cannot think of a worse signal to send out to people about your priorities and how much about pedestrians. It also often pavements unusable for people in wheelchairs.

There is zero enforcement of traffic. parking, etc.

The lack of parking restrictions in many places mean much of the borough functions as a car park for commuters from further out.

The borough barely seems to acknowledge road users who are not in cars.

Why in question 1 is Motorcycles or powered two wheelers not offered as a choice when asking us to fill in "how often to use each method of Transport"? PTWs are the answer to both easing congestion and pollution so why are they not included in this so called consultation? They are the least pollutant vehicle on the roads yet are ignored in these consultations why?

air quality - can you extend the low emission bus zone to bell green? and, in addressing private car use, you seem to fall back on the ULEZ as the only constraint on lorries and vans.

Clean Air

More controlled crossings . Better use of bus routes.

I think there should be something specifically on pedestrian safety. It's incredibly difficult to get around the borough on foot in places e.g. the junction with Torridon Rd and the South Circular.

Remove the gyratories; increase capacity and frequency of southeastern trains through Hither Green. Improve the platform infrastructure at Hither Green Station and make it step free. Resurface Road and pavements on Torridon Road (particularly the lower end), prevent commuters parking on lower end of Torridon Road. Lack of crossing at junction of Torridon Road/Brownhill Road.

No mention of step free access for Hither Green, Catford and Bellingham train stations

Parking on all roads should be residents only for at least a short period of the day in order to reduce the number of people who are not living/working within the borough from dropping cars in the morning and taking the train into London, reducing access to parking on our roads and causing further congestion in the train stations

There seems to be no culture of cars stopping at pedestrian crossings in Lewisham, even when you are half way across the road. The two lane pedestrian crossing by rushy green aldi is deadly, if a bus has stopped for you in the bus lane, the other lane of traffic can't see you and that you're the reason the bus has stopped. I've nearly gotten hit there a couple of times.

Consider putting in a drop-down point to the kerb on the corner of Springbank Road by the start of the footpath to Hither Green Station and Maynard Cottages. The existing kerb is quite high here and makes it difficult for people with heavy wheeled luggage or pushchairs. This is a natural crossing point for people leaving the station, as they can look both ways for on-coming traffic (which can often be quite fast moving). The kerb opposite on the inside corner is already quite low, so only the outer one is a problem.

Road safety at junctions such as Brownhill and Torridon Roads

Lift at Hither Green Station

Clean up shops and dwellings on Springbank Road

accessibility; dangerous granite surface in wet at dlr

Poor cycling infrastructure needs to be improved.

A masterplan for Evelyn Ward is needed to fully develop a North Lewisham local plan and Transport strategy, taking into account shared borders of Greenwich and Southwark and the impact of their regeneration and redevelopments alongside Evelyn Wards 10,000 + redevelopments.

Evelyn has limited public transport infrastructure for the current level of population density-

Evelyn Ward is served by A200 which is severely congested and will become further congested as 10,000 homes are built Construction vehicles will be entering Pepys Estate for the next 15 years via A200, and following that, will be a need for access for the services for 10,000 homes- vehicles for bin collection, deliveries, emergency services, for homes, and retail units-

Add to this Southwark and Greenwich redevelopments which use the same roads and public transport this is a serious situation and needs an holistic Evelyn Ward Masterplan in conjunction with the Canada Water Masterplan and a Greenwich one if there is such a Masterplan:

The CS4 has many flaws along the A2 removal of bus lanes bus stops, will impact on Public transport for 10,000 new homes at Evelyn and the border redevelopments-local community intelligence is key to its success 10,000 new homes Will see 25-30k new residents-

River transport is under utilised and would benefit from a substantial River transport infrastructure review -

Rail transport should be considered Evelyn residents use Surrey Quays And Canada Water which are over capacity now what is the plan for our residents to get around -Evelyn Ward Masterplan

Improving roads to control speeding

The fact that parking has been prioritised over walking, to the extent that many pavements in the borough are unusable by pedestrians.

The fact that many roads are not wide enough for two-way traffic with cars parked on both sides.

The fact that many residents have nowhere to store bicycles, due to planning laws preventing cycle storage in front gardens (which the planning department has the freedom to allow, but does not) and lack of provision of secure, sheltered public cycle storage such as cycle hangars.

The public perception of cycling as a dangerous activity, rather than one with multiple health and economic benefits.

More space for car clubs

Installation of proper cycle ways

Pollution on trunk roads not tackled

Hither Green train station can get quite crowded between 8am and 8:20am - making it nearly impossible to fit into the train.

We need lifts at Hither Green station.

Need to make the pedestrian crossings safe, especially on Hither Green Lane.

More frequent buses, longer bus routes and more bus lanes. Also the traffic around the Catford Gyrotory remains at a ridiculous level.

Drakefell Road is a hostile environment for residents and a rat run.

It is very dangerous to cross due to speeding vehicles (most of us have had a near miss, especially at the zebra crossing)

The pavements are blocked and are in a terrible state

We have had three vehicles overturn this summer due to speeding

Heavy Goods Vehicles (large lorries) Rat Run through Drakefell Road making the buildings shake

Articulated lorries often get stuck and have to turn around causing danger and traffic mayhem.

Congestion and weight of traffic is getting worse.

I really don't know how you can tackle this effectively though!

Better off street parking and better pavements especially garbage collection days?!?

Please put more emphasis on improving safety of cycling and on encouraging people to cycle more.

Improve cycling infrastructure

Stop residents burning wood in homes or compost fires

I live in Upwood Road ie the area East of Burnt Ash. We have a huge problem there with cut through rat running traffic that has become far worse in recent years due to new technologies routing drivers. Air pollution must be bad and there is a real risk to pedestrian safety. I have seen near accidents involving school children literally right outside my house. I don't claim to know what all the answers are but something surely has to be done to correct this on a residential road. All the residents of my road and surrounding streets feel very strongly about this.

Also of course, commuter parking. This has been pushed onto our roads by implementation of controls in the conservation area. Nearly all of the road changes and traffic alterations I have seen in recent years have been in the conservation area. That is good for them and those that live there but the wider Lee Ward must be looked at and actions taken to improve the pedestrian friendliness of our streets.

No mention of Lewisham Station (except in relation to the BLE)?

Developments near the station will inevitably increase over the next few years. This means thousands more passengers using the DLR and national rail services every day. I feel strongly that this has not been taken into consideration. The BLE is still twelve years away (if it gets its funding) - in the meantime, the services and station are already overcrowded.

There doesn't seem to be much joined-up thinking on this. TfL has announced that it will increase the capacity and frequency of DLR trains, but what about the national rail service?

The council should put pressure on DfT to stop delaying the franchiseholder announcement, so that we can start to work collaboratively with the new franchiseholder on increasing train lengths and developing the station in the short term as well as the medium and long term.

When you planning transport please think of the air pollution which goes hand in hand. We need to reduce the traffic especially the through one and if it goes to other boroughs then so be it. We have enough deprivation here to also suffer with air pollution and heavy unwanted traffic. None I can think of.

I frequently walk along Willow Way, Upper Sydenham, with my young children and pushchair. I am alarmed at the number of 'dumped' cars that appear to be parked along this road. With the majority of the cars also parked on the pavement, this quite often makes it impossible for me to walk on the pavement with my double buggy, therefore forcing me and my children to walk in the road. I feel that with the large amount of lorries which frequently cause a road block by also parking in the middle of the road to unload, makes Willow Way a no-go zone for pedestrians, cyclists and motorists. I am of the opinion that this small back street does most certainly not lend itself to the industrial/commercial buildings, which unfortunately appear to have blighted what no doubt was, and could be a pretty residential side street once again, for all of us local residents to enjoy. The whole of Drakefell Rd as well as the junction with Mantle Rd need vast improvements. Signage is awful resulting in continuous accidents, often vehicles which are too large crashing and/or getting stuck.

The road is particularly dangerous for pedestrians, who often cant use the pavement which is hampered by cars parking on the pavement. Getting buggies/wheel chairs down drakefell is particularly challenging.

We'd like to see better more effective signage and traffic control measures.

General road safety is poor.

Rebuild of Lewisham station to allow for increase in users.

Extension of docked city bikes

Encouraging kids (and adults by extension) to walk and cycle - e.g. through walking/cycling "trains"

Targeting improvement at roads to facilitate safer walking and cycling

Hither Green Lane Road Improvement

Better transport needed around Hilly Fields; buses using a variety of routes rather than all following the same path through Lewisham, improved facilities at Lewisham station.

Where buses go taxis should go. Taxis are public transport that are fully WAV. Taxis are part of the mayor action plan.

Challenges

- The poor air quality, road dangers and rat running caused by traffic is particularly high in the Borough as a result of its location and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling. These should encompass neighbouring boroughs to avoid breaking up communities.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are
- Comments on the challenges and opportunities section:

- The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

- The funding of low traffic neighbourhoods should include improvement along the main roads that may take some additional through-traffic. This could include;
 - o pavement widening,
 - o steadying of traffic flows and increasing road safety through the use of single lane traffic,
 - o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution
 protected from motorised through-traffic and encourage walking and cycling.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Comments on the challenges and opportunities section:

- The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.
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 - o steadying of traffic flows and increasing road safety through the use of single lane traffic,
 - o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

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- The funding of low traffic neighbourhoods should include improvement along the main roads

that may take some additional through-traffic. This could include;

- o pavement widening,
- o steadying of traffic flows and increasing road safety through the use of single lane traffic,
- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

Dallinger road in Lee is being used a rat run for cars and vans who want to cut out the burnt ash hill/south circ junction. Speeding and damage caused to resident cars has increased.

A serious accident will happen soon if traffic is not limited and slowed..

Rat running that and parking spills over into Greenwich where I live

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets. This is particularly evident in our street next to Lee station where we have commuters parking on both sides of the street from 6am every week day. The parking narrows the road which then impacts the rat run traffic, by 8am its grid lock.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Comments on the challenges and opportunities section:

- The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

- The funding of low traffic neighbourhoods should include improvement along the main roads that may take some additional through-traffic. This could include;

- o pavement widening,
- o parking restrictions between 11am-1pm would remove all commuter parking.
- o steadying of traffic flows and increasing road safety through the use of single lane traffic,
- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

- The funding of low traffic neighbourhoods should include improvement along the main roads that may take some additional through-traffic. This could include;
 - o pavement widening,
 - o steadying of traffic flows and increasing road safety through the use of single lane traffic,
 - o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution.

Brownhill road / Torridon Road junction is very dangerous. No immediate crossing, although it has a bus stop and is the route from the station to the library and numerous houses, churches and play groups. People are often seen trying to cross roads in-between traffic light changes. The road and nearby roads are very busy and causes a lot of problems for cyclists, pedestrians and other road users.

stop the rat run Horn Park Lane

Challenges:

Cycal around lewisham and to the city is extremely dangerous.

1) Rat racing is a big issue in the area. Action needs to be taken

2) Parking zones only serve to push commuter problem around. Needed around Upwood Road area though as the conservation area zoning has pushed the cars over there

Hither green platform access with buggies

The terrible pollution of lee high road on the walk to school and there being no bus lane there so waiting forever for a bus. Making the bus not an option

The bottleneck of the south circular

No link to 'overground' services. Brockley and forest hill are already well served.

Streets in lee are completely blocked by station parking from people completely out of the area. Should look at permits, as people from outside the area are driving in and raising air pollution in the area

Boris bike scheme should be extended out seeing as we have nothing else.

I don't cycle here because infrastructure is terrible. I cycled every day when I lived in Hackney.

A bridge over the railway lines from Pasture Road to Baring Road through Cumberland Place. All the flats in Cumberland Place have cars and they all use Pasture Road because the other end of Further Green Road is only one way

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling

Police the 20 miles an hour limit that is all over the borough.

I am fed up by road rage when I keep to this speed limit

Traffic on Burnt Ash Hill - huge lorries coming off the South Circular at Woodyates, then Winn Road and onto Burnt Ash Hill. regularly destroying the bollards, going up the pavements, having no regard for pedestrians or residents who park their cars. Winn Road is a rat run and at times is dangerous to cross, as in the South Circular junction where traffic regularly jumps the lights. Pollution is getting much worse with traffic in rush hour tailing all the way back up to Farmcoate. Every one ignores the 20mph rule.

Speeding on springbank road. I sleep on the ground floor. Hear cars hurtling past over 50mph. Many cats have been killed. Not long until it will be a person. Also on my cycle, often cars swerve toward me to avoid the speed bumps. We need proper speed bumps that go all the way along the street to make people slow down. The small ones we have make zero difference and consequently some people are driving dangerously

Need to consider the roads with schools down and how traffic is managed especially now you've created sharp turnings and in addition roads like Upwood road are horrendous at peak times with kids and cars. Even with humps in the road cars are zooming down over 20 mph and it's scary. You also have lack of lights down this road and near Lee train station. It's not safe!!

Control the traffic on St. John's vale and brookmill road. St. John's vale is used as a rat run for cars and also heavy vehicles. It is a road used by children attending both ashmead school and st Stephens school and the number of cars racing up and down the road at speed is dangerous. The heavy vehicles (trucks and work vehicles) causes traffic which makes the roads unpredictable. The speed bumps do nothing to slow cars. A change in traffic conditions (width restriction or blocking part of the road) would encourage vehicles to use the non residential jerrard street and the non-residential Lewisham centre end of brookmill road instead.

Brookmill road is used as a race track by motor bikes and cars. There is a park used by children with only one pedestrian crossing near the park. Vehicles need to slow down. Speed bumps would help as would speed cameras.

I find the phasing of traffic lights impedes efficient passage of traffic and decreases air quality.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Burnt ash road should be a 30, being a 20 causes a build up of traffic and dangerous driving with other drivers being impatient and driving too close to other vehicles to get them to speed up.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Comments on the challenges and opportunities section:

- The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents

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- The funding of low traffic neighbourhoods should include improvement along the main roads that may take some additional through-traffic. This could include;

- o pavement widening,

- o steadying of traffic flows and increasing road safety through the use of single lane traffic,

- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

I live just off verdant lane. It is the only possible route for us over the south circular to Hither green. It is always so busy with traffic. I feel this could be avoided if the next two parallel roads were opened up onto the south circular so that the traffic locally can be broken up. Verdant Lane has become a permanent traffic jam while these other roads have only local traffic.

Reduce eat runs through side streets.

Stop really large vehicles driving through and parking in private streets.

Problems with residential roads being used as rat runs. On Dallinger road there has been a significant increase in traffic and people are usually driving above the speed limit. Since the road was resurfaced the speed bumps have been lowered which encourages this.

Stop rat runs.

More frequent bus services.

Impose new parking controls simultaneously in all areas - otherwise the problem is simply made more extreme in the few small areas without the controls in place.

Pavement widening.

Tree planting to absorb pollution.

Safe bike lanes - heavy fines for people who park in them (including at church time on Sundays).

More and larger covered bus shelters to avoid waiting in rain.

Installation of a significant number of electric vehicle charging points.

Challenges

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Opportunities

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Opportunities

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It is too focussed on long journeys and routes across Lewisham. I don't think it has captured short journeys and how much more people could walk and cycle for these if streets were greener and more people friendly. The mayor's strategy also emphasises how much this could improve both mental and physical health.

Keep non local traffic from using residential streets

More bus services from the Hither Green area. At present it is limited to just three that are not regular.

Better replacement bus service for train delays.

Doesn't seem to be anything on improving walking, making it safer and more desirable. This needs to include disable and parents with buggies.

Cycling also seems to be low in the list although mentioned. Need to consider short journeys as well as commuting in to central London

Challenges

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Opportunities

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Edward Street SE8 is a rat run and the area between Evelyn Street and Edward Street is very unpleasant during morning and afternoon rush hours.

Also, with all the new developments in the area, it is not entirely obvious whether public transport, specifically the buses, will be able to cope.

Folkestone Gardens and Deptford Park are both lovely spaces but the link between them is a very unpleasant walk.

I am a parent of two young children and we mostly walk locally. The new look Deptford High Street looks great but the dropped curbs mean many drivers drive dangerously close and/or on the sidewalk. It is an accident waiting to happen with small children.

Basically air pollution is a serious cause for concern for everyone. I don't know what alternatives to suggest but we desperately need to work on something for the Deptford area, which is such a thoroughfare for Greenwich and southeast London and Kent.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

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Challenges

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Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

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- o pavement widening,

- o steadying of traffic flows and increasing road safety through the use of single lane traffic,

- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

I live on Dallinger Road and the entire road has noticed a huge increase of commuter traffic using our road as a rat run.

They take no notice of the speed limit and race up and down all day. There are many small kids on our road and their lives are being put at risk by this increased traffic, not to mention increased traffic pollution.

What are you going to do about it?

Challenges

- The rat running and consequential air pollution this causes due to volume of vehicles using Lee Green as a cut through is a major issue. I personally worry about the effects of the pollution on my children as we walk to school amongst cars in stationary traffic.
- Commuters trying to reduce their commute costs by driving from external boroughs in Kent parking their cars outside Lee Green residents homes so they can use the local train stations. A cheaper solution than paying for a train into London from their own home locations.

Opportunities

- An opportunity to improve Lee Green via a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

There's no mention of encouraging walking, or attempts to improve walking in Lewisham. There also needs to be greater emphasis on cycling.

Trams and more trains and less cars!!

I already have an electric vehicle but the charging infrastructure is poor, with disparate providers and frequently broken charge points.

Our part of Lee Green is a frightening rat run (Cambridge Drive) morning and evenings with dangers, pollution and noise. This has been surveyed and brought to the councils attention before.

We completely agree that too many orbital journeys are only practicable by car.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the

historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

We've recently moved to Dallinger Road. We chose to move from Ennersdale Road due to the high levels of traffic and pollution on the road. Since moving to Dallinger we have been shocked to find that there are a huge amount of people using the road as a rat run and flouting the 20 mile per hour limit. We have young children and this is a huge concern for us. I assume it is because they are using it to cut out traffic on the south circular. I would like to see more done to tackle this issue. There should be more checks on cars that are speeding on the road and possibly making the road one way might help?

Yes, I live on Dallinger Road, SE12 0TJ and there is a disturbing amount of traffic that has been using the street in the last few months. I fear for my 11 year son who uses the road for the school run. Since the road was resurfaced, the speed bumps have been minimised meaning the cars hurtle down the street with no regard for anything.

There is little signage on the street for the 20mph speed restriction.

I would urge this to be looked at, as the traffic presumably will get worse.

Apparently, on Sat Nav's, the street is a cut through if the South Circular is busy.

Can this be addressed?

Concerned resident.

Challenges

1. The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

2. While the 20 mph speed limit is welcome, the lack of enforcement of the limit means that it is ignored across the borough and does not create the lower speed environment that would cut the number of road deaths.

Opportunities

1. The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

2. To enforce the 20mph speed limit on Lewisham streets.

Comments on the challenges and opportunities section:

1. The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and

- <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

2. The funding of low traffic neighbourhoods should also include improvement along the main roads that may take some additional through-traffic. This could include;

- o pavement widening,

- o steadying of traffic flows and increasing road safety through the use of single lane traffic,

- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

You have built a pollution corridor around Lewisham Station for flats many of which sit EMPTY!

Simplify road and direction signing, with a better sense of local place from a further destination.

Create and enhance alternative routes and means of travel, particularly for walking, cycling and the like.

Better interconnections, between travel modes, with easier flexibility.

More enforcement of all traffic offences

Since the pavements in Sydenham have been widened & the 2 sets of pedestrian lights have been introduced near to the station the traffic is backed up at peak times to Crystal Palace parade

The number of cars using Dallinger Road as a rat run has increased greatly since the new lower speed bumps were put in and the speed that most vehicles are using is,

I am sure, more than double the 20 mph speed limit. There is a bend at one end of the road which needs careful driving even at a speed of below 20 mph. Added to this, the noise and pollution from this extra number of vehicles is obviously not to be encouraged.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

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Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

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If there were more parking restrictions, particularly around schools (I live next to a school and get very frustrated with the amount of car traffic and parking at school times, not to mention pollution), I think that would put people off using their cars. The roads are not that safe for cyclists.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

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Rat running and parking in our residential streets. Rat running in particular of out of borough traffic. Air pollution is awful and the residential roads are dangerous. So much so that a local pressure group was formed, LiveLee and has a huge amount of support

The rat running on upwood road is an ongoing issue. No controlled parking also means you can't park your own car and pollution levels are really bad from the congestion.. It's unsafe and unfair on the residents

Tackle the road safety, congestion and pollution issues connected to the Upwood Road rat run and unrestricted parking issues!

Improve signage relating to the 20mph blanket speed limit

Challenges: The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities: The Borough is well placed, through inner location in inner London and the layout of the road and rail network, to create a series of low traffic neighborhoods that are protected from motorised through-traffic and encourage walking and cycling.

We must stop rat running through Lee, particularly Abergeldie Road, Horn Park Lane, Cambridge Drive and Upwood Road.

This is causing safety and pollution issues and is unacceptable to residents living in these streets. It is getting worse and worse and needs to be dealt with. We also need controlled parking as people

who don't even live in our borough are parking in our roads to go to Lee station to commute and leaving their cars all day causing even more congestion. This is also unacceptable.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

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BUS SERVICES FROM THE LEE GREEN AREA IS VERY VERY POOR FOR THE FOLLOWING REASONS

- a) There is NO direct Buses nor indirect buses to Greenwich town center OR to the North Greenwich O2 - (North Greenwich O2 is very crucial since it is the closest to a TUBE which is Jubilee line)
- b) The bus service from (178/273/261/321/122) from Lee Green to Lewisham is so SLOW because of the congestion on LEE HIGH ROAD and ELTHAM road during the peak times.
- c) Position of BUS stops with respect to Lee RAIL station is VERY POOR. There is no bus stop close by Lee Railway station going to Lewisham. The bus stop is a good distance away which is a big inconvenience

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.
- Highly supportive of the extension of the Bakerloo line - South East London seems vastly underserved by London transport. With more and more houses being built it's putting more and more pressure on South East Rail which does not have the capacity or infrastructure to cope with the increased demand. Extending the Bakerloo will alleviate some of the pressure on the rails.

Comments on the challenges and opportunities section:

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Challenges

Reducing rat running on roads around Lee is ridiculous, dangerous, causes high levels of air and noise pollution in residential roads and reduces quality of life for those living and commuting in the area.

Maintaining safe speed limits - while I agree that reducing speed limits in principle is a good idea, the reality with very limited resources to enforce lower speed limits, has resulted in even more dangerous roads. I regularly witness drivers maintaining the 20mph limit on main roads such as Burnt Ash Road, Lee Road, Prince Charles Road and Prince Of Wales Road being overtaken by impatient drivers at high speed and sometimes on the wrong side of traffic islands. I have even witnessed this on Dorville Road - a small residential road that I live on.

Opportunities

Provide better cycle routes - I am amazed with all the work done in Lewisham town centre over recent years that better routes for cyclists have not been provided. As a cyclist I refuse to cycle through the town centre. Must do better Lewisham!!

Provide better crossing points and wider pavements for pedestrians. Again Lewisham town centre is a prime example, there are main pedestrian routes with no pedestrian crossing 'green man' making it a case of taking your life in your own hands to get across.

Provide incentives to get out of car

In my opinion it preserves the status quo that the car is the main mode of transport on the road. Lewisham Roads are very car heavy - both in terms of parking as well as driving.

There are some really good routes in the borough for cycling and walking (Ladywell/Ravenbourne is amazing!!!) but many centres are not joined up. I'd rather cycle to East Dulwich for a coffee than Deptford or Lewisham town centre. Albeit the routes are good, the crossings of major thoroughfares are often car-centric and crossing with a bike is v difficult (eg crossing at Honour Oak Park station). A main reason for not cycling is speeding cars. Not the average speed, but the fast pace between speed bumps. This needs traffic rule enforcement that could be cost-neutral and would give cyclists the message that the law actually aims to protect them.

I really like the neighbourhoods proposal to limit through traffic. I would hope you make cycle, child and pedestrian connections between those neighbourhoods, because there is no shop or library or cafe in my neighbourhood that I would go to.

All in all it's great you are this committed to improving our neighbourhoods. Thank you!

I think more work needs to be done to address cycle lanes across the borough and enabling public transport to be more efficient. we need to do more to reduce car usage, & reduce pollution. For example if cycling was made more user friendly we would have few cars on the road, i suggest considering the use of 'hopper' bus transport, at certain times in the day, its sad to see huge double deckers half full during the day yet overfull at peak rush hour

IMHO you seem to have missed the opportunity to fully examine the implications for those in the south of the borough, eg South Catford, Bellingham etc, ie down Bromley Rd.

There's insufficient innovation around how to get us in the transport blackhole to have more effective, more efficient services & connections, nor to get better services from TFL & Thameslink. Why no regular, reliable quick & direct links from Bellingham Rail to Victoria?

Why no clear strategy & timetable for improving links to Bromley & Beckenham.

For example we need quicker & more reliable services to Beckenham Jct for links to the Croydon tram. Travel time to Croydon for work for my daughter is horrendous & gets worse each winter. Bus 54 is appalling service & travelling by train unnecessarily complicated & expensive. She now drives! IMHO you MUST develop better links for Catford south to neighbouring workplaces & shopping centres, eg Bromley & Croydon. Maybe even put a tram link in from Lewisham, through Catford to Bromley with a spur to Beckenham Junction?

Travel time between Catford & Bromley, eg shopping centre - horrendous with tremendous traffic pollution for those of us who live on / nr Bromley Road.

Challenges

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Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

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The borough wide 20mph zones are ignored by the same drivers who ignored the previous 30 mph limits but now all law abiding drivers are obliged to crawl along regardless of road conditions. The 30 mph limit was the correct one, the problem being years of non-enforcement of infringement resulting in a plague of sleeping policemen.

Perhaps speed cameras should be installed on residential roads.

Rat-running

Congestion near schools

Parking close to street corners

Continuous commuter parking

Reducing traffic and parking near schools, particularly by parents.

Ensuring cycle routes are designed with children and teenagers in mind, and also navigable with bike trailers and cargo bikes.

Linking existing network of green spaces with safe walking and cycling routes.

Needs far more focus on how much worse the pollution around here is getting. Tonight is full of haze and it hurts to breathe.

More emphasis needs to be placed on the river crossings. Lewisham suffers when either the Rotherhithe or Blackwell tunnels have issues and this then subsequently impacts all the buses.

While both these tunnels are in neighbouring boroughs, Lewisham needs a strategy to mitigate the issues.

Yes. Levels of airborne pollutants and road dangers caused by traffic is getting higher and higher. Urgent action is needed. Lee Green is terrible and my own road, Dallinger Road, seems to be getting worse all the time with more and more traffic every week. We need proper speed bumps as a bare minimum. In the long term some kind of re-routing is needed at Lee Green.

My street, Dallinger Road, is becoming a rat run to the south circular since the road was resurfaced. We need more speed bumps and higher ones. We have lots of young families and pets on the street, there will be an accident soon.

Specific reference to the north of the Borough where no masterplan exists. The lack of investment in the infrastructure despite the scale of development. The Thames Clipper needs to be secured and the London verground, Surrey Canal, opened.

I am concerned that in the development of your proposal for solutions a parking charge will be introduced to local residents.

We have seen a few attempts in past few years in the area which were not asked for and there were no leaflets through doors of areas affected. Please do not try and find solutions at the cost of residents.

Support access improvements at Hither Green station

Improve safety for cycling

Do something about rat running

on street parking

The high level of traffic approaching Grove Park from Lee; the increase in the amount of cars using Dallinger and Holme Lacey Roads as run throughs; the lack of reminders of the 20mph zones especially through roads such as these - the fact that new road surfacing in Dallinger Road has led to a decrease in the height of the road "humps" and results in speeding cars .

Road humps to be raised as in Dallinger Road these are too low and cars do not need to slow down creating destination hubs within the transport strategy that not only meets demands but creates spaces and places that enhance the borough attract visitors and encourage transitioning trade while on route.

Whilst being considerate to the existing community wishes and needs

I have not seen any reference to having parking permits, as all the roads to the east of Burnt Ash road and part of Burnt Ash hill have, which would elevate all day and holiday parking and allow residents and business connected with residents parking and cut the number of vehicles and pollution down.

The lack of effective, regular commuter transport across the borough from east to west or west to east without gridlocking traffic and short traffic signal thoroughfare times contribute to a worsening of the lack of public transport infrastructure. It is no surprise that car ownership in the borough is high: this compensates for the public transport failures to be effective for families with children who also experience risks and danger on public transport with a lack of security or policiing.

Orbital journeys increase air pollution to the adjacent schools and residents living in the area. Diversionary tactics such as opening up the large council car park for free parking during rush hours would enable stuck commuters to take a break and avail of the local cafes and drive business up. The lack of foresight and planning by the council in tending to its own employees and limiting parking for commuters, limits Catford as a stop over destination on the a205 which could become a significant new town model for breaking the commuter pollution by encouraging stuck orbital commuters to take a break during the rush hour.

Car ownership reduction can only be successfully achieved when the foremost failure of public transport being

- a) affordable
- b) reliable
- c) supervised safety
- d) convenience.

Neither criteria are met for trains; buses are more reliable however impeded by multiple breakdowns and safety considerations. Neither does transport support shift and night workers in the borough.

The Lewisham Spine risks endangering the residents of the Bromley Road with high speed traffic as well as morning grid locks tailing into Catford adjoining the A205 and heading towards Lewisham.

The weight of traffic holds everything up .

Challenges

· The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the

historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Our roads and streets could be safer for pedestrians and cyclists streets if the 20mph speed limit was enforced in Lewisham. Drivers seem to ignore Lewisham's 20mph limit which makes our roads and streets much less safe.

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.

Comments on the challenges and opportunities section:

- The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents

<https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

- The funding of low traffic neighbourhoods should include improvement along the main roads that may take some additional through-traffic. This could include;
 - o pavement widening,
 - o steadying of traffic flows and increasing road safety through the use of single lane traffic,
 - o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in the Borough as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.
- Increasing use of private motor vehicles for short journeys.
- The growth of electric motor vehicles that will produce unacceptable levels of airborne pollutants (especially particulate matter within the Borough) and not address issues of road safety

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.
- Low private motor-vehicle ownership in the Borough provides the opportunity to make a popular shift in resources towards public transport, walking and cycling.

Comments on the challenges and opportunities section:

- The power of Lewisham to act in relation to public transport infrastructure and the Transport for London road network (LTRN) is limited. The focus of Lewisham council's activities should be on what it can do on it's own road network.
- Lewisham Living Streets welcomed the introduction of the 20mph speed limit but would like to see enforcement action taken.
- Lewisham also has a number of good policies regarding pavement parking but we have found that the clear footway is often inadequate where policies are ignored. Lewisham Living Streets would like Lewisham to take the opportunity to end pavement parking where the remaining footway is less than a clear 1.8 metres wide, enforce compliance by fining vehicles parked outside marked areas and move towards the total elimination of pavement parking in the Borough.
- The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low->

traffic-neighbourhoods-intro-v8.pdf and

<https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

- The funding of low traffic neighbourhoods should be focussed on the amelioration of the main roads that will take some additional traffic through;
 - o pavement widening,
 - o the steadying of traffic flows and increased road safety through the use of single lane traffic,
 - o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution
- Electric vehicle charging at the roadside is opposed by Lewisham Living Streets unless it is ensured that:
 - o trip hazards for pedestrians are not introduced
 - o the footway is only used where more than 1.8 metres of clear footway is left available for pedestrians
- Pavements that are shared with cyclists are frightening for vulnerable pedestrians (children, those unable to move quickly and those with vision impairment) and should be removed in the Borough. The inclusion of such schemes and perceived road danger has led to widespread use of pavements by cyclists in the Borough

Although I agree with the overall direction of policy, there has to be consideration of issues like disability. Due to serious scoliosis, although not officially yet disabled, I cannot walk any long distance although I wish I could. Also I cannot stand for long periods and cannot carry heavy goods or heavy shopping. So it is important for me to carry on using a car at times. Improvements should therefore include as much of a wide bus network as possible with links to all stations, and bus stops need good seating and larger rain covers. I could consider using an electric bike but I am scared of using the main roads near me for instance around Bell Green area. Cycle routes should be sited in non danger areas like Brockley and the safe areas of Downham and I am disappointed that funding seems to have been withdrawn. I would be happy to get an electric car if the government and local authorities would give subsidies to pensioners like myself, and install charging points at low cost everywhere.

Traffic jumping lights , main road parking

Translating the strategy into implementation. My impression of recent changes to roads in Lewisham (e.g. replacement of the town centre roundabout with the awful junction) is that they do not adequately prioritise cyclists and pedestrians.

Intervention of Catford and Catford Bridge Stations.

Where possible closing roads in front of schools, such as Holbeach Primary.

Improving disabled and step free access to all stations.

Upgrading and repairing pavements

Tackling pavement cyclists

Enforcement of Lewisham's 20mph speed limit. Most drivers seem to ignore the 20mph limit which makes Lewisham's streets less safe and unattractive for pedestrians and cyclists. More traffic calming and street tree planting needed along Hither Green Lane and roads nearby.

A specific mention should be made for the Evelyn Ward.

With numerous new developments undergoing in the area (and surrounding ie. Canada Water Masterplan) the population of the borough is set to increase drastically in the coming years and we currently don't have the resources at a transport level to cater for this.

A proactive response to tackling and reducing pollution is needed.

Rat running and driving over the speed limits means we experience commuters hurtling through densely populated residential streets.

If we introduced low traffic neighbourhoods people would be encouraged to walk and cycle.

Pavement widening, tree planting and traffic management would be beneficial.

Active travel is a key strategy that the borough should adopt and build the infrastructure to support that. As the LIP strategy suggests active travel e.g. walking and cycling will address many of the issues attached to poor health and reduce the strain on public transport. Policy needs to be tough

on the car and make the choice to use a car the last option. Walking and cycling should be prioritised.

Ensuring safety around our borough's schools, with removing pavement parking on the approaches to schools.

Cycling facilities and routes in the centre of Lewisham and generally across the borough need improving. The current layout in Lewisham is more dangerous than the previous roundabout. Little thought seems to go into the cycle and pedestrian experience.

I live on Lee High Road and the pollution that comes out of the heavy traffic is unbearable. I have a 17 month old daughter who is beginning to have trouble with her breathing and I am convinced that this constant back up of traffic on a residential road is the culprit.

Crofton Park corridor needs a return to the drawing board

¶ Electric Vehicle (EV) Charging Point facilities including infrastructure will have to be carefully planned from the outset to avoid creating problems for pedestrians.

¶ EV-generated particulate matter remains a concern.

¶ Autonomous vehicle concerns (Greenwich leading the way soon) will need addressing.

Appendix C
Online Survey – Question 8 Responses

Would you like to see a Healthy Neighbourhoods Programme implemented in your area? - Please write the reasons why you would like to see the programme implemented in your area

Full, unedited responses from respondents:

Grove Park has always been a high density area for road traffic with lots of rat runs through local streets and the main traffic light junction a nightmare during the school run /rush hour. Safety and clean air should be a high priority.

We live on Lausanne Road, on the edge of the Lewisham borough. It's a pure residential street that gets traffic routed from old kent road travelling through to croydon. we have a high volume of traffic on the road daily - c. 12000 vehicles, with over 25% considered hgv and around 60% of all vehicles being higher polluting diesel. The road configuration is terrible meaning that we have both speeding and congestion on the road - both of which lead to aggressive behaviour amongst drivers and horns beeping at all times. The road is just getting worse and we worry that developments on the old kent road further increase the traffic volumes. Residents should not have to deal with this level of air pollution on their doorstep, this level of traffic, noise, and anti-social behaviour. Enough is enough. The Sth Circular causes lots of problems to both local businesses and residents:

noise and air pollution, inc:

dangers attempting to cross the road with few and far pedestrian crossings, limited local parking, a Museum used as a resource by schools London-wide, with coaches delivering and picking up children from site having no choice other than block TfL bus stop and traffic on the Sth Circular
No pull-in options for TfL buses

It would be helpful if the Council were serious about healthy neighbourhoods and not play lip service to it all.

I am still trying to understand why Lewisham Planning would push through a development for a school expansion with a new entrance on a red route/busy road/exceeding EU pollution levels/ no railings to stop the children running out into the busy road/cutting down of mature trees to allow this development to happy/expecting parents with young children to wait in a tiny area, next to a bus stop (spilling out fumes), on this busy road.

How can anyone take this survey seriously when the council disregard the health of the current children and future thousands of children by pushing through this development. No real thought has been given to making this a green development. And we understand it is for the Primary school to have a presence on a main road. This is madness.

There is an urgent requirement to improve the traffic speed and flow on Lausanne Road, SE15. The majority of vehicles are travelling above the speed limit, and given the size and residential nature of the road, it causes a serious danger to pedestrians and other road users. Furthermore, with the current volume of large industrial vehicles utilising this road as a cut through, it also causes a risk and noise issues for residents and other transport. Improvements could include: measures to monitor speed (speed cameras), reduction of industrial vehicles (i.e. width restrictions such as those on Drakefell Road), improving the road surface.

My road is a big cut through road for Grove Park, Somertrees Avenue, I would like traffic calming bumps and get rid of the width restrictions. They do not work. People just drive faster and play 'Chicken'. I want to be told ideas how to help limit pollution. Like what trees and plants to plant to reduce the effects of pollution.

Too much through traffic between south circular and A20

Healthy means less trouble for the future!

I have young children who walk to school and use outdoor spaces for recreation like the local parks and our garden, plus I walk to work locally in the Borough (Lewisham Council employee) so would like to see reductions in traffic locally to the south circular /a20 and air pollution for the sake of mine and my children's health.

I regularly cycle through Deptford and have seen the positive developments over the last 12 months or so. It would be great to see something like this in the Catford / Hither Green Area. Catford gyratory and the south circular especially is such a problem in terms of traffic and pollution.

Road Traffic is affecting my well-being, especially ability to sleep.

2 traffic deaths on Winn Road in recent years. Easy fix by narrowing road space for motor vehicles by creating uphill mandatory cycle lane (solid line not broken line)
Grove Park station is major traffic bottle neck. Solve by making the roads safe for pedestrians and cyclists.

Note: I live in Wickham Road which falls in your E Brockley/Ladywell Cell. However, as this is in the Brockley Conservation Area it is essential to point out that the area around Coulgate Street/Brockley Station also falls within the CA and that areas around Vicars Hill fall within the Ladywell CA. The Neighbourhood areas should recognise these zones as unified entities and that implementation programmes should be developed accordingly. For instance, the St John's CPZ is having an enormous impact by deflecting rat running traffic and parking south of Lewisham Way; and similarly, the rat run linking Drakefell Road through Brockley Cross to Geoffrey Road and Brockley Road requires rethinking re traffic flows and parking. CPs are not the answer. Perhaps a high level Brockley Cross Station is needed and unified air quality/safety study for Lewisham Way is now essential in view of recent decisions to extend Ashmead School.

street is used as a short-cut

pavements are difficult to use - badly maintained/fly tipping /bins left out all week/litter and dog faeces/air pollution as street crossed by A205

The much used "rat run" along Harefield Road, Tressillian Road and Hilly Fields Crescent and beyond causes anger, congestion, pollution and frequent bus delays, always worse when there is some hold-up on Lewisham Way or other main roads

Wickham Road is treated as a highway that gives the opportunity for speeding in excess of the speed limit. Its junction with Geoffrey Road is a frequent accident spot.

Many vehicles use quieter roads to avoid queuing on main roads. Ideal example is Sevenoaks Road that is quiet due to road closed at one end. Even roads like Grierson that are blocked at one end are used to cut out queuing traffic on Stondon Park.

Could answer the above question as don't live in the area, but would oppose a "Healthy Neighbourhoods" programme in all areas as simply being a waste of money when it should be spent on improving the road network.

We suffer from rat running and cars travelling at great speed. Trying to walk round Lewisham town centre is a nightmare because there are so few crossings and the pollution is atrocious. Why would anyone go there?

My neighbourhood suffers from ratrunning, commuter parking and higher levels of traffic than it should. There is virtually nothing to encourage cycling and walking.

there is a high volume of commercial traffic on TfL Roads such as Southend lane and Whitefoot Lane, including traffic from Bromley's business park at Kangley Bridge Road off Bell Green. This impacts strongly on the Bell Green area where there is extra housing in place and proposed (gas works site and Bell Green itself) and two schools - Brent Knoll (on ratrun Perry Hill and near Bell Green, school for children with health problems), and Our Lady and St Philip Neri (208 Sydenham Road, currently moving nursery and early Primary children to this site)

urgent action needed

Hither Green Lane:

- Speeding and heavy traffic
- High levels of air pollution
- Unsafe pedestrian crossings
- Unpleasant environment
- Poor speed restrictions

Hither Green has been let down recently, were were promised funding to improve Hither Green Lane and the project cancelled with no consultation.

George Lane and Beacon road crossings are dangerous.

There is a supermarket on one side of Hither Green Lane and a large school of 700 pupils on the other other (Brindishe Green). We need safer crossings.

Also the junction of Torriron Road and Brownhill Road.

It's needs a proper crossing.

Currently it's deathly dangerous . There are near misses so very often. Someone WILL DIE there.

The lights give you just 8 seconds to cross.

The kerbs have not been dropped making it awful to cross with a wheelchair or buggy.

The problem of air pollution is high.

Proximity to a21/south circular means the programme's priorities are a concern

There's huge potential to reduce the number of people using private vehicles to get around in Catford South but right now there are barriers to getting people using other methods - for example the Torridon Rd junction which puts people off walking to the station at Hither Green. It's also extremely stressful walking down Sandhurst Rd due to the speed and quantity of motor vehicles, and the unusually high levels of pavement parking. I and many of my neighbours would be extremely supportive of Catford South being selected for this scheme.

Lack of public transport in this area. Too many car journeys which block busses.

Hither Green Lane is a major thoroughfare and highstreet, it should be upgraded to the same standard as that recently done around Manor Park. Also, the lower end of Torridon Road (HG side of Brownhill Road) has a high level of vehicle traffic and hundreds of pedestrians to and from the station, yet all the pavements are broken, there is no safe crossing at the junction of Brownhill, and all commuters park on there each morning adding to the problems.

Torridon Road and Verdant Lane become virtual car parks during rush hour because of the poor junctions with the South Circular, and as there are two schools in close proximity to Torridon Road, the pollution levels during these times is very high. Also Torridon has become a rat run of fast moving cars because of the closure of all the roads between Torridon and Verdant Lane years ago.

Because it is time Lewisham invested in Hither Green West. Too often adjacent neighbourhoods have been supported and Hither Green West forgotten. Hither Green Lane is dirty, unpleasant to walk along, polluted and dangerous for pedestrians. Consequently new businesses are not investing and the current ones are finding it difficult to remain in Hither Green.

Our road (20mph zone) is used as a rat run by people speeding to cut a corner off the south circular and it's very dangerous

There are a number of dangerous crossings in my area. At the top of Davenport road it is not obvious that cars don't have right of way onto George lane. The worst is the crossing by Woodlands Health Centre. Cars turn off Hither Green Lane at such speed and you can't see them until they are on top of you. A number don't indicate. This is a main pedestrian entrance/exit into a sizeable development, the crossing facility here is dangerously inadequate. I end up shouting at cars most weeks here who have turned off HGL without indicating at speed and nearly hitting me and my son as we cross the road.

A lot of wind-blown and discarded street litter in Hither Green Lane (Torridon Rd junction area); front garden needs constant clearing of crisp packets, polystyrene fast food boxes, plastic bags and cellophane wrappers.

The South Circular causes a lot of pollution

Parents sitting with their engines idling outside Sandhurst School also contributes

More green required in Hither Green, to help absorb the high levels of pollution from the high levels of traffic. Asthma and other allergies proliferate in the borough and whether or not a causal link can be established there is little disagreement that pollution can exacerbate symptoms.

Eastdown Park, which has a high volume of traffic but also is a direct line to Trinity School and, therefore, a lot of young children walk along it at certain times of day. It's worrying the degree of pollution that they must be absorbing. I think this is true for all the schools in the area. I think there could perhaps be 'small road access restrictions' at certain times of day.

Problem traffic on George Lane.

Healthy neighbourhood required for North Deptford (Evelyn Ward) Masterplan and the knitting together of huge 10,000 new developments through Pepys Estate using healthy streets model and improving healthy circulation walking and transport and green connections from riverfront to the Southwark borders- creation of new green park and linear wood as well as a multi use leisure complex and social housing -

To improve air quality

I live on Torridon Road and it's in the heart of Catford South and a residential area with 2 schools, church and library and also subject to lots of traffic. Other parallel roads have proper road humps to slow traffic and part closures to stop the flow of traffic which pushes the majority of cars onto Torridon making it dangerous for pedestrians especially children both in terms of speeding cars and air pollution.

The south circular is a huge issue locally.

We live on Lee High Road - and walking down the road leaves my husband and I (who are under the age of 30 and quite healthy) tight chested.

Pollution and speedy of vehicles along Hither Green Lane is a concern. The existing pedestrian crossing on Hither Green Lane near Beacon Road is dangerous and needs to be enhanced, as sooner or later there will be a serious accident or death, as cars drive at high speed and do not stop at the pedestrian crossing. My daughter and I have had many near misses with vehicles.

I would like more trees in the area, it feels like in areas like Catford South they have a lot of trees in some of their streets whereas they are sporadic in ours. I also think we need to reduce noise and air pollution along the south circular if possible.

Amongst the worst pollution at the Verdant Lane/Brownhill Rd intersection

Catford south has a high levels of air pollution, being bordered by the busy A205 South Circular and A21, with very limited cycle routes (and all most no cycle lanes) within the area and a lot of on street parking, which can add to the dangers of cycling (and possibly contribute to the low uptake of cycling and reliance on cars). It has the potential for further improvement, with community spaces in the area such as Abbotshall HLC and the Corbett Community Library providing a really valuable (but limited) role in the absence of a staffed library or children's centre within the neighbourhood. Small changes could make a significant difference, for example signage to raise awareness about idling laws and the impact of idling on air pollution and people's health, signage reminding people why it is unsafe to park on double yellow lines near to junctions (as people park knowing they're unlikely to be 'caught', but the rationale for the double yellows being there to make it safer for pedestrians to see/be seen when crossing the road seems to have been lost) and safer crossings at the torridon/brownhill junctions (where there is no pedestrian crossing despite hundreds of people crossing here each day on their way to and fro the station and Corbett estate) and for turning from the Bromley road into Bellingham road (where there is no filter or delay so cars can get marooned in the middle of the road, and move when there may be a green man...)

Area borders South Circular that must contribute pollution to the area. Would like this information to be more widely available.

Drakefell Road is not nearly wide enough for the amount of traffic that regularly uses it. The pavements are frequently blocked by parked cars and wheelie bins, even on days when the bins are not being emptied. The road is frequently congested and noisy, and cars chugging along during rush hour slowly release more fumes into our houses. Huge lorries, unable to pass the traffic calming barrier near Aspinall Road, try to turn in our driveway and damage trees and fences, and threaten our house. Meanwhile wider roads nearby remain unused because of the way traffic is routed. Our streets should be safe to walk down, to cycle down, and to breathe in and live in. At present this is far from being the case.

Drakefell Road is a hostile environment for residents and a rat run.

It is very dangerous to cross due to speeding vehicles (most of us have had a near miss, especially at the zebra crossing)

The pavements are blocked and are in a terrible state

We have had three vehicles overturn this summer due to speeding

Heavy Goods Vehicles (large lorries) Rat Run through Drakefell Road making the buildings shake
Articulated lorries often get stuck and have to turn around causing danger and traffic mayhem.

I live on Drakefell Road and would very much like to see the Drakefell Road Corridor (Brockley Cross / Endwell Road - Drakefell Road - Gellatley Road) included in the programme.

In the five years I have lived on the road I have personally witnessed, three cars flip over on to their roofs and numerous other accidents, just the other week a woman was knocked off her bike right outside my front door. The width restriction is badly signposted and huge lorries frequently (ie daily) try to get down the road then have to reverse back causing chaos, noise and my entire house to vibrate.

My son goes to school across the road and I genuinely fear for his safety, I have also witnessed multiple close calls with schoolchildren who have to cross Drakefell every day and yet there is still no zebra crossing anywhere near the school and the roundabout at the junction of Pepys and Avignon causes confusion and further danger.

Something genuinely needs to be done about this road. I appreciate it is a challenge but given the incidents I have witnessed (and I'm assuming many more I have missed) it is only a matter of time before there is a serious or even fatal accident.

Drakefell Road (SE14 5SJ) is a hostile environment for residents and a rat run.

Many school (including primary school) children cross Drakefell Road to/from school, Telegraph Hill Park and the local Hill Centre.

Many families in Drakefell have young children.

It is very dangerous to cross due to speeding vehicles (most of us have had a near miss, especially at the zebra crossing).

The pavements are blocked and are in a terrible state.

We have had three vehicles overturn this summer due to speeding.

Heavy Goods Vehicles (large lorries) Rat Run through Drakefell Road making the buildings shake.

Articulated lorries often get stuck and have to turn around causing danger and traffic mayhem.
Better off street parking and better pavements especially garbage collection days

Drakefell Road is used as a rat run.
Serious recent accidents & many near misses..
Speeding traffic.
Noise & buildings vibrations.
Dangerous for pedestrians & cyclists.

Please include Drakefell Road corridor (Brockley Cross/Endwell Road- Drakefell Road- Gellatley Road) in the programme.

Very dangerous for cyclers, buildings are shaking when lorries passing through speed bumps.
Less pollution

Less carbon footprint, good for all of us.

Drakefell Road corridor (Brockley Cross/Endwell Road- Drakefell Road- Gellatley Road) should be included in the programme for a number of reasons as follows:

Lots of primary and secondary school children cross Drakefell Road to and from school, Telegraph Hill Park and Hill Centre community centre.

There are many families with small children and primary and secondary school children as well as elderly residents in Drakefell Road.

Drakefell Road is a hostile environment for residents and a rat run.

It is very dangerous to cross due to speeding vehicles (most of us have had a near miss, especially at the zebra crossing).

The pavements are blocked and are in a terrible state
We have had three vehicles overturn this summer due to speeding.

Heavy Goods Vehicles (large lorries) Rat Run through Drakefell Road making the buildings shake.

Articulated lorries often get stuck and have to turn around causing danger and traffic mayhem.

Drakefell Road is a hostile environment for residents and a rat run.

It is very dangerous to cross due to speeding vehicles (most of us have had a near miss, especially at the zebra crossing)

The pavements are blocked and are in a terrible state
We have had three vehicles overturn this summer due to speeding

Heavy Goods Vehicles (large lorries) Rat Run through Drakefell Road making the buildings shake
Articulated lorries often get stuck and have to turn around causing danger and traffic mayhem.
As discussed earlier the level of traffic in our residential streets East of Burnt Ash (Upwood Road, Cambridge Drive etc) is completely unacceptable. There have been petitions, pressure groups, LiveLee etc but nothing seems to happen. LiveLee has put forward ideas that would not only improve our streets but have a knock on affect of improvement right across the borough by closing the bottleneck of the rat runs. We can see no downside and no shifting of the problem elsewhere but nothing seems to happen though. Please act.

Blackheath is too car-dominated, which makes it quite unpleasant for pedestrians and cyclists. It would be nice to see more focus on alternative methods of transport.

It is a residential area with a growing number of families. In recent years a new primary school has been opened which mean a lot of families walk through the neighborhood with their children twice a day. There is however a presence of heavy (through not local) traffic, lorries the same small residential roads. It poses the risks to small children especially in the Peeps road going down to Drakefell Road roundabout where many children run or scoot from school downhill and abruptly break just before a busy Drakefell Road with heavy, often fast traffic. It's an accident waiting to happen.

I live on Drakefell Road. The road has now become an important corridor for cars and lorries. The traffic is for most part of the day pretty intense, affecting the air quality. Cars and lorries tend to speed along this road that has the particularity to go up and down hill with few serious bends. Crossing this road is perilous at time. A lot of cars are parked along the road, often using too much of the pavement space. Bushes, brambles and other very badly kept greenery reduce even further the space for pedestrians. I saw a mother having to take the pushchair on the road, along with the traffic to make her way down the road. Pavement are badly uneven. Lorries are really a concern. They go fast, do no care about the speed bumps. When they jump on the speed ramps, it creates serious noise and make the houses shake.

Better connectivity on cycling routes

Pedestrian safety is nothing other than unacceptable. The level of carbon and noise pollution is far too high for a residential area.

Much needed in the area.

Lots of schools on my street (Belmont Hill) yet a lot of kids get driven or take the bus - none appear to cycle. The road is now supposed to be a 20mph zone but even the police cars don't respect it. There is often a build up of traffic in the morning as traffic build up through Lewisham.

People should walk not drive

There are serious traffic calming measures needed on hither green lane particularly on the corner of George Lane and Hither Green Lane. The way the road is configured and the placement of nearby humps on HGL means cars speed round the corner, many near misses have been witnessed.

The air pollution on our road is at dangerous levels. I live on Hither Green Lane and test the air once a year. I love this area but will need to consider moving away when we decide to have children. The roads are unsafe, I've nearly been run over several times on the zebra crossings. There was an initial scheme that was due to go ahead and has been cancelled after years of lies to the residents that this was in the pipeline. The shops need support and with many local schools traffic calming with support the area in many other ways

Good sense of community but need the infrastructure to support it

Concerned about the impact of pollution on my son

The levels of motor traffic in our streets are unacceptable. This is evidenced by the traffic surveys done by Lewisham, the analysis done by LiveLee, the pollution map produced by Kings College London and the tracing of traffic movement on Google Maps.

Both parts of our neighbourhood in Lee Green have petitioned the councils on this matter so our ward councillors at both Lewisham and Greenwich are aware of the extent of concern about rat running, commuter parking and pollution. Any solution must include both Lewisham and Greenwich residents to keep the community together.

In the morning this traffic is cutting through a network of roads from A20 that goes into Abergeldie Road and from the south circular. Both join Horn Park Lane then traffic blocks Upwood Road (some then use Cambridge Drive and Dorville Road) before crossing Burnt Ash Road into the network of streets west of Burnt Ash Road to end up at Manor Park/Lee High Road or Ennersdale Road/Hither

Green Lane.

In the evening the routes are reversed with Woodyates Road and Eastdown Park/Leahurst Road sharing more of the burden.

Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green junction.

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LiveLee have put forward proposals that would remove through traffic and stop commuter parking at low cost to the two boroughs.

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The levels of motor traffic in our streets are unacceptable. This is evidenced by the traffic surveys done by Lewisham, the analysis done by LiveLee, the pollution map produced by Kings College London and the tracing of traffic movement on Google Maps.

Both parts of our neighbourhood in Lee Green (Upwood Road and Horn Park Lane) have petitioned the councils on this matter so our ward councillors at both Lewisham and Greenwich are aware of the extent of concern about rat running, commuter parking and pollution.

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Most of the time, whilst walking, it is almost impossible to even cross the road due to the continuous traffic moving along Upwood Road and Horn Park Lane.

I have given up driving in the mornings in this area because the roads become a standstill and vehicles just cannot pass each other due to all the parked cars and two vehicles trying to pass in an area that only a single car can pass through. It is a nightmare and dangerous for pedestrians too.

In the evening the routes are reversed with Woodyates Road and Eastdown Park/Leahurst Road sharing more of the burden.

Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green junction.

Dallinger road is rat run for cars and vans getting onto the south circular. Speeding, unsafe driving and damage to cars is common place.

This comes with serious air pollution.

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Using our road as a rat run is increasingly a concern for me as a local resident on Dallinger Road, having seen a massive increase in traffic routing along our street in the last few months; with young children (one has respiratory problems) I fear the increased pollution as well as road safety concerns as many are speeding along, using it as a cut through from burnt ash to the south circular as we are the first through road showing on Sat nav re-routes now apparently. The fact our speed bumps have reduced in height significantly since the road was resurfaced (encouraging the speeding) is contributing to the problems of rat running on this road, and we need more signage on the road displaying it's a 20mph zone (as a neighbour commented when they challenged a speeder, who said "it's not 20 but 40 here").

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In the morning this traffic is cutting through a network of roads from A20 , crossing Burnt Ash Road into the network of streets west of Burnt Ash Road (mostly Dallinger Road since September) to end up at Manor Park. In the evening the routes are reversed.

Litter problems, noise pollution, dangerous for pedestrians and cyclists.

Air quality is a huge worry, and cycling needs a lot more prioritising to make it a safe and healthy option for the masses.

The village gets very congested

I worry daily about what the traffic pollution is doing to my children's lungs on the school run. I'm seriously considering leaving the area because of it.

I've never lived anywhere like it . Hackney is a good area to look at.

We have limited public transport options (one train line) and a lack of bus lanes on Lee High Road.

We are sandwiched in between the two main routes into London from the south and so emissions must be extremely high here.

In the south east we seem to be ignored when it comes to transport infrastructure

Traffic is awful, people driving when they should be using public transport or cycling. Pollution is getting worse and worse, lots of schools and children in the area growing up with toxic air.

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Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green Junction.

We seem to be on the edge of any sensible proposals, in Lewisham.

No joined up thinking is evident

As already explained, traffic here is awful, traffic management is appalling, pollution is ridiculous.

Bring people together

There has been a huge increase of trouble in this area and I think this needs to change as a priority. The area has had an increase of family and has been changing for the good. The council needs to invest in making the areas safer.

St. John's has three schools in it. It is heavily used as a cut through and is wedged between the A20 and A2210. It is also low on a hill. The pollution is constant from vehicles using the A2210 and the various cut through connecting the A20 and A2210 (St John's Vale, friendly street). There are alternatives in both Lewisham (Jeg Jerrard Street) and New Cross (Friendly street and St. John's Vale) should be no-through to traffic. The A2210 needs speed bumps.

Healthy neighbourhood is a better neighbourhood.

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Recently our road Dallinger Road has become a rat run route and there is a dangerous bend at one end that people looking at their sat navs don't see the danger that you have to really slow down and keep to your side

The whole borough is 20 mph but that's not being adhered to

The past few months have seen a significant increase in the cars, vans and lorries cutting through Dallinger Road Se12 otl. They drive fast around two blind corners without indicating.

Dangerous rats runs on residential streets near lots of local schools

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I live in grove park but the natural line of travel is to Lee this is never reflected and on a daily basis I have to walk over the south circular on a polluted, dangerous junction.

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Low pedestrian numbers, in part due to speeding cars and a real car culture. I believe in cycling but it is far too risky. We walk a lot, but wish more people did as the cars make the air unpleasant. Too much traffic and parking in side roads makes for congestion and air pollution.

When did New Cross Gate and Telegraph Hill become West Brockley?

There is a serious problem with traffic on Gellatly Road, Drakefell Road and Endwell Road and round Brockley Cross which has a very negative impact on the streets in the area.

There are many dangerous pedestrian crossings due to speed and frequency of traffic.

I would like to see a clean-up of the Hither Green area, namely Hither Green Lane. I think it is the responsibility of all who live in the vicinity to keep graffiti at bay, keep shop fronts clean, and to minimise rubbish dumped by bins outside. I feel that fines should be imposed for those who do not adhere to the above.

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improve air quality, reduce traffic and congestion, and make walking/ pavements/ pleasant experience.

At the moment we are very close to Deptford Park but I refuse to walk the 10 minute walk with my young children along Evelyn Street because all the traffic/ exhaust at street level cannot be good for them. Instead we go around the back via Childres Street and Folkestone Garden but the approach under the bridge, approaching Sir Francis Drakes school is unpleasant.

We never walk south towards St Johns/ Brookmill Park/ Ravensbourne River because to get there, we go through a wide expanse of roads at Deptford Bridge and Brookmill Road can be very congested.

We spend a lot of time west in Greenwich Park/ along the river instead and it is a shame we don't enjoy as much time in our own borough.

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I live on Dallinger Road and the entire road has noticed a huge increase of commuter traffic using our road as a rat run.

They take no notice of the speed limit and race up and down all day. There are many small kids on our road and their lives are being put at risk by this increased traffic, not to mention increased traffic pollution.

What are you going to do about it?

Very large 'school run' issue, where unnecessary car journeys could be made on foot and by cycle or scooter where the right measures are taken. Small narrow roads in Downham are overrun by cars, especially parked vehicles, and walking is often made too difficult by drivers mounting footways, blocking views for pedestrians or the weight and speed of traffic being too great.

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Grove Parks is dissected by two busy roads – Baring Rd (A2212) and Burnt Ash Hill – on which most vehicles travel in excess of the speed limit. The roads to the east of Burnt Ash Hill (Winn Rd, Senlac Rd, Exford Rd) are all used as rat runs from the A20.

This busy traffic movement, as well as the many cars parked on pavements, means there is no sense of calm, and little sense of community.

In Grove Park there is also no provision for safe cycling. There are no bike lanes and the speed of traffic and the numerous parked cars make cycling dangerous.

Because the whole area is being used as a rat run, Manor Lane, Newstead Road where I live and Leahurst Road where my kids go to school is terrible in the morning. We walk to school but the pollution and danger is terrible. It's getting worse and now the industrial park on Manor Lane has been expanded encouraging more dangerous traffic. Lewisham you should be sticking up for the younger generation in your borough, local children are suffering and being endangered by the lack of care and consideration

We live in Lee. The uplands rd Cambridge Drive dorville rd area is currently a rat run for commuters and a car park for users of Lee station. This makes the area quite noisy and scary at times. Cars pelt down the road ignoring the 20mph limit to bypass the traffic lights. This will be worse with the development at leegate.

There are many families around here and schools, and a lot of social housing so this is not just a plea for those in the privately owned parts.

A simple scheme to control speeds and parking would be cheap and effective for the residents. The council's Healthy Neighbourhoods Programme is the key to getting rat running stopped in our streets.

To reduce traffic volume and make the roads safer for children

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We have a large volume of traffic and no segregated cycle lanes. I am very keen to cycle as my main transport and to get my children cycling as well but am concerned that it is not safe for them currently. I also have serious concerns about the effect of the poor air quality on their health.

This is an area with huge potential for active travel, where a huge amount could be achieved by a few minor interventions to prevent rat-running.

Yes, I live on Dallinger Road, SE12 0TJ and there is a disturbing amount of traffic that has been using the street in the last few months. I fear for my 11 year son who uses the road for the school run. Since the road was resurfaced, the speed bumps have been minimised meaning the cars hurtle down the street with no regard for anything.

There is little signage on the street for the 20mph speed restriction.

I would urge this to be looked at, as the traffic presumably will get worse.

Apparently, on Sat Nav's, the street is a cut through if the South Circular is busy.

Can this be addressed?

Concerned resident.

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I would like to see less money spent on this rubbish and a proper representation of peoples wishes which is not happening in Deptford or anywhere else in the borough where you plough through with projects saying it will give people more homes better standards but that is not what is happening and you continue on the same path, over and over again.

Making these faux consultations available whilst destroying green spaces is at the most schizophrenic and an abuse of position and at the least ill informed and incapable of doing the job you are paid from public funds to do !

Improving conditions for all travel modes, and interconnections.

Reducing impact of major through trunk roads and railways.

No canal or water way routes are left to celebrate, enjoy, protect or use!

Apart from the main River Thames and some tributaries.

The number of cars using Dallinger Road as a rat run has increased greatly since the new lower speed bumps were put in and the speed that most vehicles are using is,

I am sure, more than double the 20 mph speed limit. There is a bend at one end of the road which needs careful driving even at a speed of below 20 mph. Added to this, the noise and pollution from this extra number of vehicles is obviously not to be encouraged.

All residential roads should have better traffic calming and many more 20 mph signs that can be clearly seen. Speed bumps that are higher would be more effective too.

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Lee Green has a major issue with rat running through the roads off burnt ash toward the south circular. It is noisy, dangerous for pedestrians (the heavy footfall of school pedestrians should be considered) and badly polluted

The south circular is a very busy and horrible road near us and needs reviewing

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I live in Upwood Road and the level of traffic and pollution is very bad and has got much worse in recent years. Technological advances such as Satnav have changed our streets and the council have fallen behind in their response. Actions need to be taken.

As aforementioned, living on Upwood road has become dangerous and at times unpleasant. Pollution levels are high as traffic levels are ridiculous and there are no parking controls. Some measures urgently need to be put in place. There is also a school on the road with parents running their kids to and from which compounds the rat running problem. I'm surprised it's been allowed to go on for so long

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In the evening the routes are reversed with Woodyates Road and Eastdown Park/Leahurst Road sharing more of the burden.

Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green junction.

Reduction in pollution and congestion

The air quality has deteriorated in my street with too many cars using the road as a short cut. The noise levels are unacceptable.

I live on Horn Park Lane SE12 8AR., From 6am in the morning till about 9.30 Am there is a heavy traffic on the road which is a very small road. There are at least 20 cars streaming in EVERY MINUTE without a let up > the same is the case in the evenings

Cars and VANS use this street as a short cut instead of using the main roads. Our health is suffering as a result and there is complete deterioration of quality of living due to this traffic and noise which is essentially a residential neighborhood.

The levels of motor traffic in our streets are unacceptable. This is evidenced by the traffic surveys done by Lewisham, the analysis done by LiveLee, the pollution map produced by Kings College London and the tracing of traffic movement on Google Maps.

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Not helped by the recent development works at the Lee Green junction. Taking more time to get traffic through the junction. Drivers performing dangerous manouvers in relation to how lanes widen and reduce over such a short time. Not filters to cross turn across traffic at any point on this busy junction.

No filters on the traffic lights by Kidbrook Road and Lee Road either. Numerous car accidents and near misses frequently experienced here.

The residential roads around Lee are blighted by rat running causing high levels of noise, air pollution, danger and general stress for residents. In addition there are no traffic restrictions so commuters using Lee station park in these roads as well as parents dropping children at local schools causing absolute chaos during rush hour and queues running the length of the road. I have seen several incidents of road rage in rush hour caused by this. In addition motorists regularly wake me up in the middle of the night racing down Dorville Road at very high speeds despite speed bumps being installed a few years ago which have had very little effect in reducing speeds.

There is a lot of schools in my neighbourhood. Parks, libraries and cafes are not easy to reach with my children on public transport or cycling. Rogue parked cars and boy races make it very difficult to navigate with children and foster their independence in manovering the streets of Brockley.

i live very close to the south circular which is constantly busy, high traffic volumes/lorries and very high levels of pollution yet i live in between two train stations and i hoped for better when moving to this area. Over recent months roads have become more dangerous in particular i live on Dallinger road, this is now being used a a high speed rat run with vehicles thundering down this road at excessive speeds , i believe due to a change in light sequencing at burnt ash road junction with st mildreds. we have no clear signage at the road entrance for a 20 MPH limit and the speed humps on the road. Further since the expansion of the Chiltonian industrial estate more there is more local traffic (lorries etc) that travel at higher speed on Manor Lane. I commute via bike daily to canary wharf but recently have had more 'near death' experiences in my local area. It has become unpleasant to live here which is sad for me as i grew up in Lee and have lived here for 45 years.

Because we have had deaths on our local roads & the council have done NOTHING to implement traffic calming measures.

EG Bellingham Road young man killed during resurfacing work.This was 2017. No response from council in preceding days to implement road closure & reduced traffic speed. Same again this year-

no council management of risks when recently road dug up from one end to another & cars ignored road closure signs. This went on for MONTHS! No response from council when contacted. Bellingham road seen as a trunk road rather than what it is - a residential road with schools, pupils, elderly regular pedestrian users.

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Our street (Cambridge Drive) and the whole of this area between the A21 and the South Circular suffer from round the clock use of these roads as a cut through or traffic avoidance ploy. This means in the morning and evening peak times traffic is continuous as if on a main road. At other times the lack of traffic calming in Cambridge Drive results in some drivers passing our house at 40-50 MPH, this is a common occurrence and has been for many years.

A great deal of rat-running in Upwood Road, Cambridge Drive/Dorville Road

Congestion through school parking in Upwood Road

Congestion in Upwood Road because of commuter parking

Congestion because of rat-running in Upwood Road

Dangerous parking on the corners of Cambridge Drive/Eltham Road

High toxic levels of monoxide in Cambridge Drive/Upwood Road for both children and adults

Air pollution is getting shocking bad. Tonight my eyes and throat hurt and the haze is heavy. I am considering leaving London as this is so unhealthy.

I support it as we already have a scheme starting in our area.

The levels of traffic in our streets are getting worse and worse as evidenced by the traffic surveys done by Lewisham and the pollution map produced by Kings College London etc.

On Dallinger Road we are seeing increasing levels of traffic and cars bombing down the road at 50 miles an hour or more. It is really unsafe for kids (and cats) and has got worse since the road was resurfaced and the speed bumps were reduced.

If no action is taken soon my concern is that a child will get run over by a speeding car on this once-quiet residential road.

The traffic in our street - Cambridge Drive is one of the most streets I go in to. Getting across the road on foot - let alone getting a car out of the driveway - is horrendous and it is a miracle there have not been any people getting run over. Let alone cats who have to be locked up indoors especially at morning when the cars do about 50 miles per hour early on and then we get the people trying to get to Colfes school in a traffic jam. The p m chaos starts early with school pick up and the rat run home from work. The problem is worse because people park their cars in the street both sides to go to the railway station for the day so our street becomes one way only for the day and there is hardly any room for cars to pass each other. Have seen arguments, people taking their car up on the pavement, cars being parked for the day over parts of driveways so no way to get out - could write you a book on all that goes on. When the road is quieter the speeding is dreadful - crossing the road to see neighbour or to go to the bus stop is very high risk.

We are near the south circular so we're in a polluted area that needs an improvement in air quality. In a high profile case, a little girl in the area died because of the poor air quality caused by the south circular so something needs to be done.

Because I live here and it needs investment. NOTHING has been done in North Deptford. Residents Led the Liveable Neighbourhood project. Our councillors are too spineless to get the CPZ people have asked for.

I see the principle behind it but in truth this just going to be more cameras and more revenue for the council. What happened in Lewisham and the crazy road layout there. I now shop in Croydon. It's crazy to worry about all this and at the same time be building these never ending high rise flats everywhere. Couldn't view the map as it was not working why not write to the residents of Lewisham with a clear pamphlet with the plans and survey not everyone is online so the cross section you are now canvassing is not the thoughts of all.

Air pollution is a big problem round here. Local park (E Nesbit Gardens) not well cared for.

The traffic on Upwood Road is horrendous. The amount of air pollution from cars is extremely high. The street is used as a short-cut. Many people just park their vehicles and go, causing congestion. It also causes road-rage, as there's constantly drivers fighting who will give way to whom. As residents we don't feel safe for our children either when there's this amount of cars cutting through these residential roads.

it is impossible to read the map

Because pollution levels are unacceptably high and I live on Church St.

due to the schools within the area and high traffic and loss of green space

The congestion, pollution, largely caused by rat running, plus the extra danger of ignoring the newly installed twenty mile speed limit in our area is at a dangerous and unacceptable level

The high pollution levels area almost in breach of European Union safety guidelines and affect the many young children attending all the local primary schools in Catford South.

Enforcing a traffic exclusion zone during peak school drop off and pick up hours around local primary schools will engineer a shift in parent driven self-centred vehicle usage. There is no other option: Lewisham Council have limited road monitoring staff across the borough and their multiple failures to tackle school parking contraventions create road dangers for oncoming traffic, small children and unsupervised older children as well as cars idling to fake 'unloading' in order to bridge the "5 minute" wait time before a parking ticket can be applied.

Need cleaner air for our children

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Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green junction

Hither Green Lane, Springbank Road, Longhurst Road and Staplehurst Road have too much fast traffic. The fast traffic is dangerous for pedestrians and cyclists. The fast dangerous traffic on these roads is very discouraging for pedestrians and cyclists. The road junction at George Lane and Hither Green Lane is poorly designed and is difficult for

pedestrians to cross. Traffic calming is required in Lewisham and Hither Green to reduce traffic speeds and make the area more attractive for people to walk and cycle.

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I would like more control over the rat-runs of Girton and Tannsfeld Road, SE26. Cars coming through from Mayow Road drive much too fast in these residential areas where there are many families with young children. The local Neighbourhood group have been trying to get action for many years, with speed tests and so on but nothing stops drivers especially early morning and in the evening driving fast beyond the speed limit down these roads. Also white lines for a safe exit from driveways need to be legally enforced, as mostly I cannot see to get out of my drive safely, due to people parking on the white lines. They are rude and refuse to cooperate.

We also need more trees on Sydenham Road. It was improved with wider pavements some years ago but is looking shabby and must have high levels of 'pollution with the heavy traffic. The pavements and road gulleys need deep cleaning with mechanical machines from time to time. The local street sweepers cannot cope very well especially with all the autumn leaves. Like much of Lewisham, Sydenham and including Downham especially where I am a councillor, need very much improved rubbish collection on the High Streets and main road pavement to maintain cleanliness and attempt to really improve the environment. I often see rubbish bins flowing over with filthy rubbish, mattresses left, even settees! Also some encouragement to local shops to keep their goods from spilling over and using up all the pavement areas and to improve entrances to make them accessible without steps. It's a massive environmental task at hand. Small grants to shops to repaint exteriors etc... might make them take more pride in our area which is starting to look run down, with plants growing out of any gap between shops, alleys etc.... Also publicity campaigns and leafletting

to encourage a 'local pride' mentality, but basic and regular high quality cleaning needs to be the role of the council, despite other demands on our finances.

St John's feels like it is cut off for pedestrians and cyclists by the A2 and A20 as well as DLR and river Ravensbourne.

It's near the hospital. It's on a main spine way. The area needs improvement. Some of the highest levels of air pollution in the Borough.

Our streets need to be safer and healthier. They are too car dominated.

Deptford and, more specifically, Evelyn Ward is in desperate need for help in this regard. This is one of the most populated areas in Lewisham (which is set to raise even more in the coming years) and the most polluted as it contains the most used roads to get into central London or cross the river.

This area is heavy with fast moving traffic and most of the roads are unsafe for pedestrians or cyclists. Pavements are in desperate need of repair in most areas especially in the north of the borough where it meets Southwark. Safecrossings are few and more are needed to ensure people can travel safely on foot (especially those with low mobility or people with prams and young kids).

There is far too much traffic in our streets. This is evidenced by the traffic surveys done by Lewisham, analysis done by LiveLee, the pollution map produced by KCL and the tracing of traffic movement on Google Maps.

Both parts of our neighbourhood in Lee Green have petitioned the council about this so our ward councillors both Lewisham and Greenwich know about our concern about rat running, commuter parking and pollution.

LiveLee have put forward proposals to remove through traffic and stop commuter parking at low cost to the two boroughs.

Traffic is cutting through a network of residential roads in the morning from the A20 at Abergeldie Road to Horn Park Lane to Upwood Road then Cambridge Drive and Dorville Road before crossing Burnt Ash Road and onward to reach Lee High Road or Hither Green Lane. In the evening the route is reversed.

Dorville Road and Cambridge Drive are also used throughout the week by motor traffic not willing to wait at Lee Green junction.

I fully support the Deptford Parks Liveable Neighbourhood project. The Evelyn ward in North Deptford will see the biggest increase in population of anywhere in Lewisham. There is no masterplan and LBL planning have neglected the area. Our political representation has been poor to non-existent in the last 8-years and looks set to continue.

However, the DPLN area can and should be extended to include the whole ward. The Healthy Streets/Neighbourhood initiative should be implemented in North Deptford because:

1. The population is set to double
2. The area is in Zone 2
3. Public Transport infrastructure is already at capacity
4. The Rotherhithe Walking/Cycling bridge will have a huge impact on the area and needs to be supported even though it is in Southwark
5. We have no meaningful political representation
6. Residents demand it
7. As a riparian area we can access the Thames Clipper i.e. ensure a new wharf is built on Convoys Wharf
8. We have 43% child poverty
9. We have a high level of diabetes and health problems
10. The increase in population will put pressure on our transport, parks, green spaces amenities and streets.

Our area has a lot of history and future potential, but is currently being vastly overdeveloped, with the approval of high-density developments, including large towers, to be built on every scrap of green and brown areas with no additional provision of essential services (already badly stretched). Air quality along Deptford Church Street (for instance) is already dire and traffic there is both too heavy and inadequately policed, leading to regular accidents and near-misses...this is the situation along most of the area's main roads. Given there are many families in the immediate area, this has a very negative impact on children's health and lifelong habits. But given the existing green spaces - particularly mature trees - and strong sense of community and willingness to engage locally, this situation could be substantially improved and in fact come to be an example for others.

Despite recommendations from insiders within the council, my children's school Brindishe Manor continues to have dangerous access on all walking routes, with pavement parking, two-way roads that should be one-way

To dramatically improve the quality of life of all residents in the neighbourhood.

There is so much traffic and pollution on Lee High Road. You can smell it in the air as soon as you walk onto it. You can see the dirt of the pollution caked onto the walls and bins of the houses on the road. All the young children on this road have breathing problems including my own daughter and I'm convinced that this is a result of the pollution on Lee High Road. There are too many cars on that residential road.

Ladywell road and Vicars hill are rat-runs for when the traffic builds up in Lewisham centre. There are often 15-20 cars queued up in Algernon road too. The re-building of the Lewisham roundabout has not relieved this perceptibly. Rat runners drive faster and more heedlessly than local traffic, due to the perceived need to beat the traffic on the main road (before coming to a halt in Catford). The NCN and the Waterlink way go down Algernon road, but there is no actual protection against heavy through motor traffic, and the speed bumps got lower and smoother the last time the road was re-surfaced. A particular specialty is going the wrong way round the traffic island at the bottom of Vicar's hill, where a pedestrian is going to be looking in the other direction when crossing the road. That island is a crossing on the route to several schools. A modal filter at the junction of Hilly Fields Crescent and Tyrwhit road, and some sort of maze of one-way and modal filters in the rest of the street grid between Brookbank and Ellerdale might reduce the allure of the rat-run, while making it possible for inhabitants to escape onto the main roads where necessary. The only existing cycle provision in the 'Hilly Fields' grid of roads is some cartoon bikes painted on the road.

Congested, parking problematic roads not solved by CPZs with poor pedestrian facilities including near Hither Green station cyclists directed onto 'shared' footways that are already inadequate for pedestrians due to parking.

Appendix D
Online Survey – Question 11 Responses

Do you think there are any objectives or schemes missing from Lewisham's Vision for Rail?

Full, unedited responses from respondents:

Essential to retain the Grove Park Bromley North rail link to help minimise road traffic to and from Bromley. It is noted that Sunday service has already been terminated.

Re-installment of Forest Hill line trains to Charing Cross

Later London Overground train service to/from East Croydon

Prioritise step free/disabled access to all stations in Lewisham.

Maintain the character of the stations if they have old canopies etc

Improving the reliability of local train times - if these were less unreliable, more people would be able to use the services.

To make the stations look better. The front of Grove Park looks awful.

More trains stopping at Hither Green as currently conditions are terrible at rush hours.

Noise reduction along the tracks where trains pass near residential property.

Grove Park Station linked to the tram network along the railway spur line to Bromley North then a new roadway tramline link to Beckenham Junction.

Above ground design impacts (eg for Bakerloo line air vent locations, New Cross to Lewisham Overground extension and on the Lewisham Station interchange zone as linking south and on resolving the wholly inadequate associated looping bus routes as constrained by the extant railway viaducts/bridges

This is motherhood and apple pie - who wouldn't support improved rail transport. However I have no faith LB Lewisham will have any power to implement. It's also out of date - change of franchise for southeastern in 2018? Huh. More months of cancellations, drivers failing to turn up, trying to squeeze into dangerously packed carriages - what can Lewisham possibly do?

Motorcycle options such as secure parking for motorcycles and mopeds

yes, it doesn't seem to add anything to east-west connectivity unless you extend the Bakerloo line to Lower Sydenham - why not do this at the same time or directly after the extension to Lewisham? you have identified Lower Sydenham as a growth area - where is the increase in public transport to and from it?

And why no mention of Southern rail? assuming they'll metroise? in which case what happens to our long distance service though East Croydon?

Access for All at Hither Green Station.

Lifts and ramps to all 6 platforms.

It's essential.

Ensuring residents can easily get to stations. The south catford ward is a distance from stations and buses are poor, slow and overcrowded.

Hither Green Station is a missed opportunity. It has 6 platforms and over 3 million users yet you have to get TO Lewisham for the interchanges. Sometimes it is impossible to get on the train at Hither Green because everyone is going to Lewisham (where they all get off the train!). Hither Green Station needs a major upgrade and also to be step free.

Higher capacity on all trains for rush hour

More opportunities to travel across SE London please, without having to travel into zone 1 and out again

Improved rail service to the Sidcup line (Lee, Mottingham etc). This line tends to be neglected when it comes to improvements. It would benefit from services that are more frequent and with greater variety of direct destinations, e.g. running to and from Victoria as well as Charing Cross.

This may fall under the proposed 'Metroisation' scheme but the definition is a little vague. I'm in favour of more frequent services, but concerned that if this means providing 'a more simplified network' the service may become less convenient (e.g. if more interchanges are required than at present), or that it may preclude introducing a greater variety of direct destinations.

More transport police.

Completely missing out North Deptford and it's huge increase in population need to plan for getting people to work extend DLR from Greenwich - to Convoys wharf ? We need a masterplan for Evelyn Ward that includes public rail and river transport-

Bakerloo extension to Catford

We need lifts at Hither Green station.

Extend Overground to stations beyond Lewisham. Extend Thameslink to Hither Green. In both cases direct trains without changing would improve connectivity at this important interchange.

I would implore you to consider a train that goes straight from Brockley / New Cross Gate etc direct to Charing Cross. That would be the best thing possible.

The idea of making Lewisham south-east hub is very good, but it must be truly backed up - just consider the size of Stratford or Clapham Junction stations. They are at least three or four times the size of Lewisham, yet Lewisham is the 10th busiest station for interchanges in the UK (just national rail, not even national rail to DLR), and is supposed to be on a par with Stratford and Clapham.

The station is clearly not built for this - we need to be thinking long term about a total redevelopment. This is particularly important for when the BLE arrives, and - in the shorter term - for the new developments that are being planned and constructed around Lewisham station.

We need some serious money behind these plans. Some has to come from the council, but Network Rail and the new franchise holder must also put their hands in their pockets, as should the housing developers with their CIL money. Most importantly though, we need DfT on our side. Time to get political. Get the Tory MPs further down the line whose constituents change at Lewisham every day, and make sure they're backing the campaign. Use Heidi Alexander. Go to DfT with a well backed up, thought through and part-funded plan and insist that they fund the rest. We'll need at least £300m to completely redesign the station.

I think you're going the right direction to get us connected with other central locations. More work to reach west London would also be welcomed.

Do not agree for further housing development without agreement for transport improvement and development to support the influx of resident and passengers.

The capacity of Lewisham station.

Covered bike parking at stations.

Lifts and access are a huge issue as services are often down. Services are needed east to west.

I catch a morning train from Lee Green to mainly Charing Cross, London Bridge or Cannon Street. I have to stand every morning and sometimes on the way home too.

The problem is the trains are full by the time they get closer to London so I really do not know how this problem is going to be resolved.

It is a critical error to terminate bakerloo line at lewisham at phase one. It should extend to at least the 2nd busiest station in lewisham - Hither green.

I notice that in promoting improvements recently, St Johns was left out.

Was that intentional?

Get the Bakerloo extension sorted before we all die. You've been going on about it for decades and STILL it has not been built...

St. John's station is under-serviced. It should be included on the bakerloo line extension and the east London line extension

Southeastern have to increase capacity. Often it is not possible to board an 8am train at Lee for no apparent reason.

General increase of reliability, frequency and capacity.

End the situation where one single minor problem brings the whole network to its knees for a whole day.

I see nothing in the document for me living in lee

Faster trains from existing stations (lee) with larger capacity.

I live on Dallinger Road and the entire road has noticed a huge increase of commuter traffic using our road as a rat run.

They take no notice of the speed limit and race up and down all day. There are many small kids on

our road and their lives are being put at risk by this increased traffic, not to mention increased traffic pollution.

What are you going to do about it?

Get rid of the goods trains that screech past our house at night (Hither Green depot) Have more trains at rush hour in am and pm

Improve access at Hither Green station by installation of lifts.

Metroisation of rail services will lead to the need to change trains more frequently, making access for disabled and vulnerable rail passengers more problematic and reducing the attractiveness of rail travel for all.

Lewisham has little power to deliver these rail schemes and would be better supporting residents by concentrating on access and safe routes to stations, reducing road traffic and commuter parking in streets close to stations and enabling cycle storage and disabled transport pick up points near stations.

You make no mention of decarbonising transport or have the capacity to do so. Yet. Hopefully with a more informed, forward thinking administration that will come to pass

Deptford rail station, getting back a direct link with bus routes, like the 47 bus.

Step free access should be priority over everything else initially. Hither Green Station, despite being a major interchange with 6 platforms, remains to be accessible only to able bodied users and those without a pushchair

The East Croydon bottleneck programme - direct trains to Sydenham and easier ways to get to the south coast

Increase the service frequency for the rail connections from Lee to Lewisham and onwards. Convert the rail service from Lewisham to tube services going to London Bridge and beyond

There still seems to be a bias to going South from Lewisham rather than South East as well. The plans don't seem to address overarching issues of future developments putting increased pressure on the stations down the line from Lewisham : for example, Kidbrooke, Hither Green, Lee.

I love the connectivity in Brockley - that's why we moved here. <30 mins to Shoreditch. Wow!

Overall I support any initiatives that would improve public transport and remove cars from our congested roads however there is a MASSIVE gap in the plans that will merely serve to leave areas in the borough as the poor relation, suburbs such as Lee, Hither Green and Grove Park where real there are real family sized homes that are affordable available yet will not be better served by any of these improvements, transport links inherently push up house prices (Lewisham is a travesty with its high proportion of flats all aimed to serve the single person that is a higher than average earner and who benefits from these transport links. The plan needs to consider extensions toward Lee and Hither Green, for example a DLR spur or Bakerloo spur line.

Don't understand why Lewisham support ext of Bakerloo through to Hayes! Why not through to the South of the Borough, ie via Bellingham Rail & into Bromley South? Going to Hayes takes it out of the Borough. I gather you believe this is to link to Croydon Tram link but link from Bellingham or Ravensbourne to Beckenham Junction would provide a better more integrated service for more LEWISHAM residents & workers.

PLEASE don't support it leaving the borough after providing improved services for residents in the north of Lewisham only. They have the DLR, better rail links etc. Even Catford Central has two rail stations. In Catford South we have only Bellingham etc & it's a disgracefully poor service from an almost abandoned station. Clerly Rail & Council have little idea how well used this station is & how far people drive to get there, only to be held hostage by Thameslink / Southern / Govia as there's no alternative.

It is NOT called New Bermondsey.

It is called SURREY CANAL

Please don't call the station New Bermondsey. It is not a place and it is confusing as it is far from Bermondsey and South Bermondsey.

Thanks

Not enough information in pdf about brockley plans. The Lewisham plans seem made just to help the residents of the awful high rises that blight the landscape get to work faster - lucky them. The whole system around there is a nightmare well done council. Must have been planned after the Xmas party

1. Reduction of suicides across open access platform lines

2. Safety and security of passengers at night time across unmanned stations.

Additional capacity at Lee Station would be welcomed as trains are becoming increasingly busy and some of the trains on this line do not stop at Lee which seems unfair.

Not sure

All stations should be accessible for everyone. Lewisham should use funds to which it has access to pay for improvements at Network Rail stations - these should include step free access to all platforms, easy step-free interchange between platforms, turn-up-and-go facilities for all, wider and safer pedestrian access to stations and the end of commuter parking at stations except for blue-badge holders.

Lewisham council should resist changes to rail services that limit the number of central London stations directly served from any station in the borough. Metroisation will cause delays for everyone and especially those with temporary or permanent mobility issues of any kind.

Lewisham should challenge Network Rail to improve journey times. In recent years journey times to central London have increased. Improvement of journey times on services that give access to the Elizabeth Line at Abbey Wood should be sought - this affects both the Sidcup and Bexleyheath lines timetables where there is an opportunity and capacity for much improvement.

Lewisham should challenge Southeastern on published performance data every month to keep up pressure on the train operator to deliver reliable and clean services.

I would like to see much better connectivity to and from Downham, whether it be train, bus or cycle ways. It is a relatively safe area in terms of fatalities, even on the A21, and should be a prime area for a cycle way, and the local residents are very upset that I understand that funding to develop a central cycle way along the considerable green areas and parkland has been withdrawn. It is no good ignoring the needs of Downham, which is the poorest ward with high childhood poverty, it will only store up trouble for the future. There is high unemployment and there need to be imaginative plans to extend opportunities for employment, entrepreneurship, and small workshops with transport connectivity for bus, cycle and walkways. Also train connections are very poor, with only Grove Park to the north east and Bellingham to the north west, neither are in Downham Ward. Could the Bakerloo line or Overground have a branch extension through Downham to Bromley? This would make the most massive economic difference to Downham, as I experienced with the coming of the Overground to Forest Hill.

There seems to be a disproportionate level of activity for the north of the Borough

The 'New Bermondsey' station should not be called this - it isn't in bermondsey.

The new overground station in New Cross/Deptford should and will be called SURREY CANAL and not NEW BERMONDSEY STATION.

Why has New Cross direct service to Charing Cross still not achieved? I appreciate it's now easier to change at London Bridge than in the past, but we used to have a direct service!

Disabled access at hither green station

Rolling stock needs to be fit for purpose.

No

Rail transport nodes (such as Lewisham Station) need adequate platform spaces to tackle present and future increasing peak congestion.

Appendix E
Online Survey – Question 14 Responses

Do you have any other comments about the LIP?

Full, unedited responses from respondents:

Bus routes need to be available but rationalised if not used enough - buses are great but can often be a major contributor to congestion as tfl take away much needed bus lanes.

It would be good if small changes were made where they could be made. Things that could already be done now seem to be beyond the scope of our council.

In terms of electric charging points - this does not seem to have much of a mention in this survey. We got CPZ last year. In the consultation leading up to this - we were told that we would probably get electric charging points locally or more shared cars. This did not happen. We have been wanting to get an electric car (we have changed our current car twice since the consultation started) whilst we had the money to do so. My husband is now retired and it is unlikely that we shall change our car for another 10 years. (We usually average owning a car for about 15 years at a time).

When we asked why the electric charge points did not materialise with the CPZ - apparently it was merely a recommendation, not a promise.

So we will hang on to our petrol car until it is run into the ground. We purchased it this summer and will probably not replace it until 2030.

Please initiate a feasibility study of tunnelling the A205 under Forest Hill.

Ban all on road parking throughout the borough in front of schools and 100m either side of any school entrance used by school pupils, and certainly remove all on pavement parking bays within 200m of any school entrance.

Allow children under 18 to ride on the footway throughout the borough.

Consultation with existing Amenity Societies as a coherent means of linking to extant community knowledge is strongly recommended to avoid fragmentation. This implies that some of the Neighbourhood Areas should be rethought/refined. Brockley Society strongly supports this approach and is willing to help deliver agreed aims consensually. Use of the LBL Planning Community Group Forum should also be considered. The next meeting is on 08 November 2018.

Should be a much more ambitious scheme to put the A205 into a tunnel from Lee westward to at least Borough boundary

Needs some historical context, i.e. how previous LIP funded schemes were delivered, what was delivered and what the outcomes were/are. Where is this information and how was this consulted on?

Totally misguided and the targets for modal shift are very unlikely to be achieved. Very unrealistic in many areas.

This document sounds like hot air. How can anyone disagree that travel in Lewisham should be easier and healthier? However, other than floating ideas and putting a fairly small investment into schemes, there is nothing concrete in the proposals. It would be great for LBL and TFL to be much more radical such as car free days on major routes. It's all a bit wishy washy.

You need to focus on removing cars, removing parking spaces and encouraging other forms of transport. At the moment, you do very little of this - and are very bad compared to other boroughs where, for instance, cycling infrastructure seems to be taken seriously.

its disgraceful that Motorcycles and powered two wheelers are not even mentioned in this consultation. It is also disgraceful that residents of lewisham have not been informed of this consultation in order for them to be allowed to make a decision and so this is very unfair to local residents and is favourable to the Mayor instead, its very underhanded and i shall be taking it up with my Local MP and other parties.

please extend the low emissions bus corridor to Bell Green and make the interchange more pedestion friendly by making level and shorter routes separated from the traffic around the site and on up the hill to bellingham. I think all planners should be forced to traverse bell green with a pushchair, an ambulant child and a bag of shopping, at least once, before any decisions are taken
Take it seriously and get the work done.

It's not just about increasing commerce in the borough.

It's about the air we breathe and the chances we all take crossing the roads here.
We live here and we care.

Please put a crossing at the junction of Torridon Road and Brownhill Road; repaint the yellow box at that junction resurface the pavement and road at the Hither green station end of Torridon Road (inside the south circular).. Please upgrade Hither Green Lane to the same standard as Manor Park and Sangley Road.

I don't think there is enough focus on how difficult it is get around Lewisham as a family. We use zip car flex but that means we have to carry the car seats with us to the vehicle and then at the end of our trip removed them and carry them round with us at our destination. If we get the bus to somewhere like Greenwich, we will end up getting off the bus at least one on the journey to make space for a disabled passenger and waiting another 20mins for a bus. If it's raining there may already be 3 buggies on the bus and we have to wait another 20mins. Our local train station is not accessible and means I have to lift my son and his buggy up >50 steps to get to the platform. We have tried very hard to not buy and use a car in Lewisham but we are struggling here versus the previous borough we lived in where the train stations were accessible, and the buses more frequent. Families need safe roads, accessible stations, and space on buses for buggies. Realistically mother's can't just fold buggies with sleeping children in them. They are just thrown off buses daily in Lewisham. I understand this is due to a legal ruling but the buses need more space for families. Did you know some of the single decker buses serving Lewisham have a central aisle so narrow some buggies can't drive down them? These are of little use to young families. I'd like there to be a clear plan on how families without cars are meant to get around. Currently I just walk most places, but my next health visitor appointment is a 45mins walk away. If it's raining that day, I'll probably be spending that 1.5hr walk there and back getting wet, thinking living in Lewisham really requires a car.

Good luck

Hopefully targets will be met in times specified

It's too lazy, not ambitious and underfunded.

Yes we need a masterplan for North Deptford Evelyn Ward - removing bus lanes are not going to help increase public transport infrastructure- think about new buses that purify air as they drive around - green up all walls and buildings near roads- help realise new parks in Evelyn - give us a masterplan we have the solutions for iur area -

Better crossing Torridon and south circular

The South Circular needs more safe places to cross. Torridon Rd, for instance, is a main pedestrian thoroughfare yet the lack of any crossing and the timing of the traffic lights means there is no safe way to cross the South Circular on this road.

Most of the narrow, residential streets are not appropriate for two-way traffic. A widely implemented one-way system, with contraflow cycle lanes, would improve road safety, traffic flow, air quality and journey times..

Invest more in the cycle network. Some roads are still incredibly dangerous.

Overall, we'd like to see less traffic - noise and air pollution, and more train availability. The bakerloo extension would be very welcome.

Very good to see Lewisham grappling with present problems and considering future needs.

Obviously I am biased but I can only reiterate my concerns about Drakefell Road.

Hundreds of families live on this road and we all feel the same, something has to be done about the traffic.

It's good to see the council being ambitious, and in general, I think you have the right balance. My worry is short termism (council approving developments or regeneration without thinking through the huge transport costs) and the lack of joined up thinking between different groups (the council, GLA, Network Rail, TfL, DfT etc).

Ban diesel cars and those with high emissions.

none

I frequently walk along Willow Way, Upper Sydenham, with my young children and pushchair. I am alarmed at the number of 'dumped' cars that appear to be parked along this road. With the majority of the cars also parked on the pavement, this quite often makes it impossible for me to walk on the pavement with my double buggy, therefore forcing me and my children to walk in the road.

I feel that with the large amount of lorries which frequently cause a road block by also parking in the middle of the road to unload, makes Willow Way a no-go zone for pedestrians, cyclists and motorists.

I am of the opinion that this small back street does most certainly not lend itself to the industrial/commercial buildings, which unfortunately appear to have blighted what no doubt was, and could be a pretty residential side street once again, for all of us local residents to enjoy. Safe cycling lanes and disincentivise car use for the frequent short trips that take place, including to primary schools

Central Lewisham and Catford need a lot of attention and work.

Dallinger road and over other rat runs need to be curbed immediately. It's very serious.

We need to do something about commuters from Kent driving into Lewisham and parking for free for the day so they can save money on their travel card from zones 2 and 3. This is causing mayhem for residents of the borough and simply isn't fair. .

I would like to be informed about any events where this is discussed publicly. I feel very passionate about this in my area and would like to volunteer to help in any way I can

Difficult to take this survey seriously when electric charging points are being introduced too slowly and too few. Trees are being chopped down. Green public land is being given away to development. Positioning of new school entrances on polluted roads, exceeding EU maximum pollution levels. Developments are taking over pavements forcing pedestrians to walk on dangerous roads. I have also watched and then helped, a wheelchair user to try to negotiate pavements to get to a bus stop.

I could go on.

However, I notice that if there is money to be made (eg introduction of CPZ) LBL is very quick to introduce it.

I think that this is a cynical ploy to make life more difficult in Lewisham.

Please help St. John's to reduce traffic and pollution. There are many schools in the area and the kids are exposed to high levels of traffic and pollution

Don't make small roads one way or no entry. Makes it very hard for the people who live in them to get around.

Introduce fines for parents who sit outside schools with their engines running- Coopers Lane Primary there are some parents who are outside the school for over an hour with the engine running.

We as a community are fed up with the rat running during peak hours of the residential streets of Lee Green and Lewisham we are also fed up with commuter parking and the garaging of commercial mini buses and vans in our streets we need a CPZ now to end this

Smoking on public transport was banned, can we now have a total ban on eating on public transport .would help obesity crisis, a nicer journey without the smell and also cleaner handles.

I think it is not a clear, well written document. It seemed to focus too much on the cycle and walking routes across Lewisham and not enough on improving all local streets so that people in all areas were motivated and felt safe to take 10-20 minutes exercise - especially people with a disability or perhaps with children or in the vicinity of all primary schools. There was not enough detail or commitment about what could be done or engagement with local groups. It is not just about planting trees - though that would be welcome.

I am not sure how the priority neighbourhoods were decided and there isn't enough detail to know whether I would support the plans.

Lewisham Council do a great job. Thank you.

I live on Dallinger Road and the entire road has noticed a huge increase of commuter traffic using our road as a rat run.

They take no notice of the speed limit and race up and down all day. There are many small kids on our road and their lives are being put at risk by this increased traffic, not to mention increased traffic pollution.

What are you going to do about it?

This is a good, positive document which identifies many of the correct priorities and measures to deal with them.

Please be bolder, more creative, you have an opportunity to make a difference and make Lewisham a place people want to be as opposed to leave. It's such a depressing place to live

The problems identified are correct, but the proposed solutions are nowhere near ambitious enough. Lewisham's residential streets are plagued with traffic and the associated danger, pollution and

noise, and this results from prioritisation of motor vehicles that continues to this day. Recent projects (such as Manor Lane improvements) have produced only very minor improvements despite a large amount of money being spent. A sea change in attitude to traffic and ambition to tackle it is needed. Urgent action is needed to put in place physical restrictions to block through traffic from residential streets as standard and to provide completely safe, physically segregated spaces for residents, pedestrians and cyclists.

One one further point, the LIP must promise that EV infrastructure will not take space from pedestrians or cyclists - its installation must not take pavement space or space which would be better used as cycle parking or a cycle lane. It should only ever take space which would otherwise be allocated to vehicles (for example build-outs between parking bays).

Yes, I live on Dallinger Road, SE12 0TJ and there is a disturbing amount of traffic that has been using the street in the last few months. I fear for my 11 year son who uses the road for the school run. Since the road was resurfaced, the speed bumps have been minimised meaning the cars hurtle down the street with no regard for anything.

There is little signage on the street for the 20mph speed restriction.

I would urge this to be looked at, as the traffic presumably will get worse.

Apparently, on Sat Nav's, the street is a cut through if the South Circular is busy.

Can this be addressed?

Concerned resident.

The process of responding to the LIP 3 is not user or resident friendly. Local residents should be an integral part of any consultation process on plans that affect them so profoundly. It is not sufficient to expect consultation to be carried out through Local Assemblies - this does not enable access by disabled residents, older residents or those caring for young children or sick and disabled relatives. Future planning processes should be made accessible and transparent for local residents to comment and respond.

The LIP 3 does not sufficiently consider the needs of vulnerable pedestrians in its planning processes. This is an equality issue and must be taken seriously in every planning consideration.

Two thirds of all journeys in Lewisham are made by public transport or on foot with only 1.5% of journeys made by cyclists. The LIP 3 balance of expenditure on cycling is therefore out of proportion in comparison to others modes of transport.

Pavements shared with cyclists are particularly dangerous for vulnerable pedestrians and should not exist in the borough. The situation has been made much worse in recent years by the existence of these shared pavement schemes and appear to encourage the wider use of any pavement by cyclists. This should be tackled by LIP 3 as a matter of urgency.

Electric vehicle charging is not a priority for Lewisham and should not be developed where it creates a danger for pedestrians by introducing trip hazards or reduces pavement width. All electric charging should be off road as it is currently for petrol and diesel cars. Electric vehicle charging should not be used as a substitute for improving air quality within the LIP 3.

Yes. Paying lip service through these consultations are abuse of position and mismanagement of public funds when you push through developments that create exactly the opposite of what you outline here as your aims. You cannot cut down old growth trees AND talk about sustainability, green corridors and happier constituents. Why would anyone want to walk or cycle through areas 6 times over the base line limits in terms of pollution.

You are frauds and the game is up

Resign

The convenience and need for flexible journeys - short, medium and long - by cars and other road transport vehicles should not be undermined.

Commerce, industry, jobs and the general economy depend on this flexibility.

Vehicles will continue to evolve in form, and energy propulsion - giving rise to more vehicles in the future, not less.

Likely these newer vehicles will be 'nil' polluting when measured against today's pollutants.

Likely that many will be 'self-driving'.

Encourage development of new public transport vehicles and modes - like bus/tram, that can stop when conveniently needed (not just at designated stops).

The 20 mph in the majority of the borough is ridiculous & causes more emissions throughout the borough. It is a pleasure when I cross over to Bromley with their realistic 30 mph when traffic permits. Overall there are less bottlenecks on Bromley roads with less traffic buildup

I would like Lewisham council to reduce rat running of our local streets and stop commuter parking

Rat running in my local area is causing me real concerns for my safety and the wider communities also the commuter parking is becoming a major problem as every spare inch of parking is being used which is making crossing the road hazardous we are also having commercial vehicles parked in our street over night / weekends with their drivers committing in their own cars collecting the commercial vehicle parking their cars and basically using our streets as a free car lot

Please deliver on what you promise, and do it for the good of the residents, informed by expertise and not motivated by political gain.

I am a resident in the ward of Lee Green and I am plagued on a daily basis by rat running, inconsiderate commuter and school parent parking. People park across my drive at least once a week and this causes me considerable stress and often delay. My street is like a car park during rush hour preventing my ease of access in and out of where I live. My young child is subjected to high levels of pollutants playing in the garden and anytime we walk to or from our house during rush hour. It is incumbent on you as leaders in our borough to protect your residents, please listen to us.

As a regular domestic visitor to family in Upwood Road and speaking as a local approved driving instructor who uses these roads and the nearby Hither Green Driving Test Centre, I regularly witness accidents and road rage incidents in this area and am appalled that Lewisham Council have neglected to do anything about this ever worsening situation thus far! Abergeldie Horn Park Upwood Cambridge Drive etc have been used as a rat run for years by people desperately trying to avoid South Circular and A20 congestion and the use of Upwood and Cambridge Drive for parking for both Lee Station and Colfes School has now made these roads downright dangerous for drivers, cyclists and pedestrians alike! I recently saw a White Van man swerve violently onto the pavement opposite ~ 60 Upwood to avoid a gridlock stand off meet situation, drive along the pavement wholly for at least 50 metres and then swerve back onto the road violently to avoid a mother who had parked across the pavement at 90 degrees to pick up her child from Colfes. This was at around 3.45pm when the area was full of schoolchildren!! It is only a matter of time before there are KSIs on this road.

We see too much public money being wasted on ineffective schemes. Cycle routes that stop and start. Speed bumps that do NOTHING to reduce speed. 20mph speed limits that rely on self policing and end up creating more danger by overtaking motorists. Huge road redesigns and investment with NO cycling facilities (Lewisham town centre). We need policy that actually works and good public transport to encourage people to leave the car at home. The roads are dangerous places for cyclists, encouragement of drivers to make room for cyclists to encourage more people to cycle. I would love to see new territory, like the railway cuttings or very quiet estate roads to be opened up to active transport.

in summary

Better measures to address traffic in the Lee area, south circular and all roads heading into and out of Lewisham via Bromley and Greenwich, a good plan cannot be successful without our neighbouring boroughs sharing our objectives. Need to drastically do something to address cycle roadways (those we have are far too dangerous to use) look at the public transport issues for Lee, Hither Green and Grove Park

Some of my 'too ambitious' comments relate to more being unrealistic.

You do not seem to have addressed the needs of the elderly & those with impaired mobility into account sufficiently.

Please sort out the traffic chaos in Upwood Road and Horn Park Lane.

SEE PREVIOUS COMMENTS

Cambridge Drive has changed dramatically for the worse since local other streets have had parking restrictions as now people are parking their cars for the day to go to London have all come to Cambridge Drive whereas before all areas shared the problem. Another problem in Cambridge Drive is that people are parking vans and lorries in the street and leaving them there for days.

North Deptford

Healthy Streets programme for Evelyn & Pepys Estates.

Controlled Parking across Zone 2.

Proactively support Cycle Superhighway 4

Secure Thames Clipper (Subject to 3rd Party agreement)

Call the new station Surrey Canal

Increase cycle parking (cycle hoops) urgently.

Close roads and use existing closed roads more effectively.

Half the pages would not open the pdf and if it did and you return back to the beginning of questionnaire.

Wish we had more info, leaflets to residents as not everyone is on the internet and we could review plans better prior to commenting.

Lewisham is not a nice place to live anymore and I don't believe we are listened to or our views taken on board. Sad times

that green space should not be sacrificed in any plans

Limited vision prescribed by key stakeholders with little regard for the failure of accessible, safe, reliable and efficient transport in a major London suburban area strongly predicts failure of the LIP from the outset to do anything other than create a 2 Tier citizenship by the ULEZ of those within the South Circular Road, and those outside.

The LIP should recognise the failure of the ULEZ in Lewisham which sits across the boundaries and enforce either application of the ULEZ across and outwards towards the A222 or M25, or not at all.

Divisions and hierarchies in travelling are created by thoughtless implementation of the ULEZ; the Lewisham LIP can only be effective if anchored realistically within the assessment of current failure of orbital routes as inefficient and impractical family modes of transport across the borough; unsafe and unreliable.

Creative thinking by the LIP requires consideration of use of 'dead space' such as the Catford town parking spaces; Lewisham Council car park spaces to open up and invite commuters going nowhere in the middle of their traffic fumes to divert and park safely and spend more time in Catford town centre taking a break.

I live on top of the south circular ,there is not one day when it's not busy ,nose to tail every day ,the buses can't move traffic is at a standstill most times . It's the bridge on St Mildred's Rd , I don't know what the answer is .

It would be helpful to recognise the role of Colfes School as a contributor to traffic and air quality issues in the Lee area, particularly the large number of coaches and minibuses which park in the surrounding streets, sometimes leaving their engines running as they wait.

I support the shift in expenditure towards active travel but would like to see more expenditure that would result in fewer private motor vehicles and fewer private vehicle journeys made through the Borough.

The London Mayor's aim is that travel by foot, cycle and public transport is increased by 29% (or 0.7% per year) to reach 80% of all journeys by 2040. Nearly a third of all journeys in Lewisham are currently made on foot (with public transport being a little more than a third and cycling just 1.5%). Low traffic neighbourhoods are the best way to increase these journeys providing better opportunity and experience for people to walk and cycle. Lewisham is able to fund projects that encourage walking and cycling local journeys and journeys made to public transport and should prioritise its expenditure and expertise where it can have most impact.

I would like to see borough-wide initiatives to encourage walking and cycling rather than the more expensive and less effective specific-site projects. I support the "Healthy Neighbourhoods" in the draft Lewisham Local Implementation Plan and urge that the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

Many of the planned schemes fail to take into account vulnerable pedestrians, particularly those who are young or who are unable to get around easily. Lewisham should work alongside groups such as Transport for All and Lewisham Living Streets to ensure that schemes meet the needs of all local pedestrians.

Reducing vehicle traffic is a vital component of the London Mayor's Transport Strategy but the schemes in the Lewisham three-year plan may sadly not have the impact on vehicle traffic of a reduction from 766 to 747 million kilometres. The longer term target of a reduction to 635 million kilometres is based on the introduction of improved public transport over which the Council has no control and little influence. With much vehicle traffic in Lewisham simply passing through the Borough these targets seem beyond the Council's control.

Borough funding for healthy neighbourhoods, pedestrian improvements, cycling improvements, road danger reduction, improved air quality and noise and safer, active travel amounts to £4.735m over three years. Most of the aims of these areas would be met by low traffic neighbourhoods which should be implemented without delay using fast and easy methods of modal filters - road signs, bollards, planters and gates - that allow can bus only access and easy access for emergency services where necessary. Expenditure can be focussed on the main roads (which will still carry through traffic) and nearby open spaces - planting trees and shrubs that help make the air less polluted and reduce noise, the widening of pavements and the narrowing of the carriageway so that motor traffic moves slowly, steadily and safely.

These concerns are repeated for targets on vehicle ownership. These targets may be distorted by changes in use models for private vehicles through taxi/car club schemes that simply shift ownership rather than reduce vehicle numbers or use.

Pollution levels caused by vehicle exhausts may be reduced but only local NOx levels will be positively affected. Overall NOx levels may not change with a shift to electric vehicles and harmful particulate matter levels may increase due to tyre, brake and road wear and the re-suspension of road dust caused by heavier electric vehicles on local roads.

I would like to see emphasis within all the schemes on the delivery of cleaner air, better opportunity and experience for walking and meeting in streets and equity in access to the streets and public transport.

Without massive investment in all the alternatives to car travel and making the environment more healthy and a really pleasant to experience, aims to massively cut car ownership will falter. Some people do really need a car, and others have got used to the convenience, for instance the train connections to Hastings and that area are very poor and when I go down, I go in my car. Also the UK has one of the highest transport FARES in Europe. Cutting train fares in particular would REALLY HELP, and ideally buses should be virtually free but also environmentally friendly with low emissions. I am a pensioner and can use local public transport mostly free, wonderful, but I remember struggling to pay the fares for my son attending college out of our area.

Luggage racks and pushchair areas need to be bigger, but that cuts down seating. There are probably no quick fixes in a complex city like London, congestion zones worked well in the centre but would be inimical in the suburbs. Subsidising small electric cars and charging points are one way forward with good motability schemes for the disabled.

I strongly support the response to this consultation provided by Jane Davies on behalf of Lewisham Cyclists.

The plan seems to disproportionately focus on the north's of the borough - further consideration should be given to the other two constituencies especially Lewisham East

BLE works need to be more vocal about coming south of Lewisham Station. Currently there seems to be an acceptance that BLE to Lewisham Town Centre is good enough - it is not

The Evelyn ward has had two fatal traffic incidents in the last six months from November 2018. Clearly this should be considered when prioritising projects.

Whatever plans you choose to implement please make sure they are not as awful as the new system at Lewisham station; traffic chaos especially for buses at peak times..!

Zip-cars and bike hangars should be part of the mix. A secure place for the bike so you can find it in the morning to go to work, and a van or car if you need to move large items or frail persons, would do away with the need to have both sides of the road lined by parked cars.

Insufficient time to give intelligent consideration to LIP due to wide range and complexity of proposals.

No proposal that needs to be done 'today' should be planned for the far future.

Appendix F
Stakeholder Emails

POLICE

Nick,

Thanks for sending this. I've spent some time reading all the details and would obviously support it. When the various schemes are planned I will be able to comment in more detail and also forward plans on to our Designing out Crime Officers for their comment.

Regards,

Cath

[REDACTED]@met.pnn.police.uk

Road Safety Engineering Unit

Catford Traffic Garage

[REDACTED]

LEWISHAM CYCLISTS

Lewisham Cyclists' Response to London Borough of Lewisham Consultation on Local Implementation Plan 3 – October 2018

Dear Nick Harvey

We welcome the Local Implementation Plan (LIP) 3 consultation and support many of its principles and aims which are also reflected in the Cycle Strategy and priorities which we have identified with local people who want to get around safely and easily on bicycles. In particular we support plans to develop the A21 spine project; to create a series of Healthy Neighbourhoods, and to carry out other improvements to the network to make cycling and walking the natural choices to get around.

We are impressed with the range and ambition of the LIP, but note that funding is modest. Success will remain contingent on leveraging additional funding from TfL, developers, and other authorities, if capital schemes are to be realised, and targets achieved. We especially approve schemes that link local destinations, and promote active transport opportunities within healthy neighbourhoods. It is crucial that this integrated approach continues - unless schemes successfully deter traffic and increase participation in walking and/or cycling it is unlikely they will achieve targets to reduce car use, emissions and significantly improve air quality.

We welcome the target that 19% of residents should live within 400m of a LSCN (Lewisham Strategic Cycle Network) route by 2021 but note that is an ambitious five-fold increase on the current figure (4%). We hope that the Council recognise that delivering this objective needs a step-change in delivery rate of Quietway-type developments. We wholly endorse the proposed Healthy Neighbourhood measures to reduce through traffic in residential 'cells' via point closures and modal filtering, especially where this joins up the network. We hope that these can be mapped in order to offer the optimum joining up of previously dislocated walking or cycling journeys.

Additionally, the existing LCN (London Cycle Network) routes should not be neglected as at modest cost this could be much improved through better signing, maintenance and more effective joining up. We would very much welcome any further opportunity to give detailed feedback based on our members' experiences, of how the network can be most effectively improved to achieve this target. The usefulness of these existing routes, which generally utilise back-streets, will potentially be enhanced by the Healthy Neighbourhoods initiative reducing traffic volumes and speeds on the roads concerned.

Elsewhere in the document you mention the need to strengthen east-west active travel connections and we would certainly support any initiatives to achieve that object.

Other points on cycling specific interventions are:

Crofton Park Corridor (P87) – in previous consultations on this proposal we have asked for specific segregated spaces for safe cycling along this busy corridor. As it stands we consider the scheme is unlikely to encourage more people cycling, and will not reduce the number of people driving. In particular our members are asking for the corridor to be safely linked with nearby Quietways and LCN routes, and to provide safe access by bicycle to local parks, library, shops, and schools. In our view the scheme is unlikely to deliver measurable improvements in active travel and should be re-designed and then go back for further public consultation.

Deptford Parks Liveable Neighbourhood (P88) - in contrast to the above, shows real potential to connect local destinations that are readily walked and/or cycled, and we are very supportive.

A21 Healthy Street (The 'Lewisham Spine') (P89) – we are very supportive of this scheme and congratulate the Council for passing a Motion in support of this scheme. Linking the forthcoming CS4 in Deptford to the South of the Borough in Downham will potentially bring many more cycle journeys within reach of significantly more residents. If this is achieved there is potential for cycling across the Borough to be transformed, and Lewisham would become a leader amongst London authorities. Targets on active participation, emissions reduction, and proximity to a strategic cycle network would likely be achieved. In addition Healthy Streets and neighbourhoods would significantly

add to the quality of life of all residents bordering the A21 corridor, including the new development opportunities around Catford.

Healthy Neighbourhoods (P90) – we are very supportive of these and consider it essential that they deliver against the key defined principles. The Deptford Parks scheme is one model that could be used as a basis for other schemes that are driven by community support, and offer a joined up approach for local active journeys. However more modest interventions with a few point closures can also quickly make dramatic improvements to local neighbourhoods with other interventions e.g. public realm developments, following on in time. The plan to do two or three neighbourhoods per year is very exciting and has the potential to quickly provide a step-change in the local environment in the areas that are thus treated. We very much support the principle of trialling School Superzones, although understanding these would need to be accompanied by educational promotions, and safe routes to schools. We have a number of volunteer members who would be very happy to assist these at any stage in their development, including identification of routes and leading parent/child rides if that is needed.

Local Pedestrian Improvement (P91) – we would ask for improvements to the public realm near Lewisham Shopping Centre to be extended to include improved access for people on bicycles into the town centre. Currently this is poor and we would like to give more detailed feedback once outline plans are drawn up.

Local Cycling Improvements (P92) – we are very supportive of all these initiatives.

Contraflow cycle routes (P92) – One-way streets have dislocated a number of optimal cycle routes and are often a major barrier to cycling e.g. to schools. We have already provided Council Officers with a number of priority one-way streets for conversion into two-way cycling and will welcome the earliest opportunity to discuss these and other potential conversions.

Cycle Parking (P92) - We are always happy to provide views/locations on suitable cycle parking facilities. On bike hangers we would like to see the scheme accelerated if further funding becomes available, and urge the Council to be proactive in terms of reducing car parking spaces in line with the MTS.

Improved cycle routes (P93) - We are also very supportive of improved cycle connectivity including bridges across railways and paths through greenspaces. Lewisham's principle Quietways are very popular and we strongly support the development of further Quietways, particularly completely new alignments that open up new active travel opportunities in the Borough.

Air Quality and Noise (P93) - As people on bicycles we are all too aware of air quality, and support anything the Council can do within its powers to reduce toxic emissions.

Encouraging more people to walk and/or cycle clearly has the benefit of improving their health, but also reduces emissions for the benefit of everyone. We believe the Council must take a more proactive approach to deter drivers, and will add our support for any scheme that reduces traffic blight and rat running in local communities.

Complementary projects (P96) – We are glad to hear that Creekside is going to be improved but believe the road should be filtered to remove unnecessary through traffic – we are not aware if this is part of the current plans or not? At Bell Green we have previously given our views on the gyratory and the need to connect up the Waterlink Way better with the shopping centre. We have also commented on the need for a better crossing with Southend Lane. Further to that we believe that in the medium term the Bell Green / Sydenham Road gyratory should be 'un-scrambled' as it is very hazardous for cyclists and pedestrians and creates severe dislocation in the area.

In conclusion, with the above caveats we are supportive of LIP 3 and will be happy to provide further information as needed.

Jane Davis (Lewisham Cyclists Co-Ordinator) 23/10/2018

LBL NATURE CONSERVATION

As discussed over the phone. I am supportive of all the outcomes and can see the tangible benefits for the environment that will derive from the 3 year programme of investment, the Crofton Park Corridor, Deptford Parks Liveable Neighbourhood, A21 Healthy Street, Healthy Neighbourhoods, Local Pedestrian Improvements, and Local Cycling Improvements.

I would like to make a general comment about the Green Chain Walk Route. This 5 borough initiative and its collective management of the Green Chain Open Spaces, + the interconnecting infrastructure was a victim of various Council reorganisations and austerity. It has fallen off the agenda for all the respective Local Authorities and there is no identified Officer or partnership in place that is currently overseeing that the signage/accessibility of the connections are fit for purpose.

I believe that the last audit of infrastructure was conducted several years ago (2015-6?) and that the cost of conducting the whole 50 mile audit was in the region of £500-1,000. I think it would be a mistake if our local authority did not consider the need/aspiration to maintain the route and route finding finger boards/signage given our plans to support pedestrian improvements works and promote sustainable transport and links. It might fit into our aspirations to make pedestrian improvements and our support of a South Lewisham Links strategy.

Therefore, I ask that in delivering the aspirations of the LiP that we be mindful that the Green Chain Walk was established over 30 years ago and it forms the backbone and background to the All London Green Grid Area 6+. There will inevitably be a point in the future when this strategic linkage will become in vogue again and it would be short-sighted for us not to acknowledge this now and try and maintain what we have.

My only other comment is a factual correction.

I'm not sure how many times it occurs in the other documentation but I have identified in the Strategic Environmental Assessment page 21 a reference to the number of Sites of Nature Conservation Importance (SNCI). This states 70 but is actually 64 and it also states that we have 19 Local Nature Reserves (LNR), we actually have 6.

I hope that you find these comments useful and am happy to discuss,

Kind regards Nick Pond

Ecological Regeneration and Open Space Policy Manager.

FREIGHT TRANSPORT ASSOCIATION (FTA)

Draft Lewisham Local Implementation Plan Response

November 2018

Background

The Freight Transport Association (FTA) is one of Britain's largest trade associations, and uniquely provides a voice for the entirety of the UK's logistics sector. Its role, on behalf of over 17,000 members, is to enhance the safety, efficiency and sustainability of freight movement across the supply chain, regardless of transport mode. FTA members operate over 200,000 goods vehicles - almost half the UK fleet - and some one million liveried vans. In addition, they consign over 90 per cent of the freight moved by rail and over 70 per cent of sea and air freight.

FTA's mission is to make logistics safer, cleaner and more efficient. We seek to ensure that our members can supply our towns and cities with the goods they require every day, whilst reducing any social impacts – including air pollution. As information about the health impacts of some atmospheric pollutants has grown, the issue of lowering local air quality emissions has risen in its importance. The logistics industry accepts that emissions need to reduce compared to their historic levels.

FTA Response

FTA is supportive of the three core aims to encourage active travel, improve air quality and reduce traffic and congestion and the stated intention to balance the needs of all road users. It is vital to recognise the difference between discretionary journeys made by a private car and essential journeys made by commercial vehicles delivering to and providing services to their customers.

Whilst there are social impacts from vans and lorries, in terms of road safety and emissions, it should be acknowledged that there are also massive social benefits such as: enabling local businesses to function; employment opportunities in the logistics industry; and residents, visitors and the workforce obtaining the goods and services they desire at a price they can afford. Therefore, it is important that in seeking improvements to road safety and emissions, the borough recognises that the logistics industry is already one of the most highly regulated sectors and that continuing to heap further restrictions on to operators may result in undesirable outcomes such as business failures and higher costs.

Healthy Streets

FTA is supportive of the overall aims of this policy. However, there should be recognition of the important role that freight plays in the local economy, not just in terms of servicing and supplying businesses, but also for residents. If residents are to be

encouraged to live car free or to be less reliant on private cars, they will be even more dependent on the freight industry. We would be pleased to work with the London Borough of Lewisham to support solutions for managing freight and deliveries and hope that the borough recognises the good work that has already taken place and continues.

The predominance of residential property in the borough means that individual servicing, maintenance and personal deliveries will be a higher priority for individuals, especially for those who rely on public transport and given that the borough has improving levels of deprivation.

New developments must be designed and managed so that deliveries can be received out of peak hours and if necessary in the evening or night-time without causing unacceptable nuisance to residents.

Lowering motorised vehicle movements and reducing TfL Road Network speeds

As per FTA's response to Lewisham's consultation on proposals for a borough-wide speed limit of 20mph, we believe that whilst such schemes have a useful part to play in increasing road safety, they should not be applied in a simplistic or blanket fashion.

The standard limit for urban roads is 30mph. In recent years Councils, including Lewisham have frequently introduced lower 20mph limits in accident black spots or around sensitive locations such as schools. This is an entirely sensible action and one that is welcomed by the logistics industry. We wish to see our roads become safer places to be and such limits are supported as an effective and proportionate response.

However, the Association is concerned that a blanket approach has the potential to increase cost for the logistics industry without significantly aiding road safety. We fear that making the rules apply everywhere will reduce private drivers' willingness to obey the rules anywhere – reducing compliance and good driving in current safety hotspots. The targeted 20mph approach serves as a clearly understood warning to take extra care in an area, which a blanket approach would eliminate.

To the extent that these changes do slow traffic speeds across the area, costs will increase for the logistics industry. Extended delivery times increase staff costs and reduce the productivity of each vehicle. It should also be noted that HGVs are not generally designed to cruise optimally at 20mph and would be inefficient at these speeds. A lower limit would not provide benefits in terms of fuel use or, importantly, local emissions.

The consequential change in the business model will then translate into increased costs and reduced service for the local businesses that depend on freight – shops, industrial sites, offices and more. It should be remembered that every business, and indeed every resident, in a city is reliant on freight.

A blanket approach slows traffic not just in every location but also at every time – there are many roads where there will be few vulnerable road users around in the middle of the night and it therefore seems an unnecessarily regulatory approach to have such low speed limits in place at that time.

Delivery Consolidation hubs

Consolidation hubs can play a role in controlling, and potentially reducing, the number of freight vehicle movements into urban centres in certain circumstances. However, they should be targeted at vehicles which are not full to capacity rather than breaking up fully consolidated loads, as this could lead to more vehicles on the road, not fewer.

Many retail operators, for example, will already have heavily consolidated deliveries as part of their supply chain. For local authorities, or non-retail businesses receiving many deliveries to different locations, consolidated deliveries and joined up procurement can play a part in minimising movements.

The question of funding is also important because adding another link to the supply chain will incur cost, so it is likely that there will need to be some ongoing public funding.

Consolidation centres only work if they are in the optimum strategic position for cross docking. The lack of industrial land due to rising land values in London is pushing distribution sites out of the capital, leading to longer journeys and also an increase in vehicle movements. This is because EU Drivers' Hours rules limit the number of hours a driver is allowed to spend behind the wheel driving, effectively capping the length of a shift. In addition, companies have customer service levels to meet, so if journeys take longer to complete, then logistics firms are likely to react by increasing the numbers of vehicles they deploy, adding to costs, emissions and congestion.

The borough's proposals for centralised delivery hubs to reduce repeated trips for failed deliveries and redeliveries will not significantly address supermarket and hot food deliveries. Whilst consolidation hubs will be a potential solution for parcel deliveries, with perishable or temperature-controlled deliveries it would be problematic. Additionally, for parents of young children, older or disabled people, not having direct deliveries to their homes would be challenging.

The logistics industry is customer-driven. Ultimately, the freight industry delivers what the customer wants, when they want it. So, Delivery and Servicing Plans (DSPs) play an important role in better and more coordinated procurement, which can reduce vehicle trips. Public sector organisations have an opportunity to play their part in this, by seeking to proactively manage deliveries, ensure areas where safe and legal loading can take place have been identified and by selecting delivery companies that demonstrate a commitment to operating to best practice standards.

FTA supports measure to enable more deliveries to be retimed, to make better use of the road space available and to allow vehicles to travel when the roads are less congested which will lead to improvements in air quality. Transport for London (TfL) has recently produced a toolkit¹ on retiming deliveries and FTA chaired the consortium which provided advice and expertise to TfL on its development.

The London Lorry Control Scheme (LLCS) can restrict operators from making the most efficient journey in terms of appropriate vehicle, route and time. Whilst the LLCS is currently being reviewed, it would help achieve Lewisham's Implementation Plan, if benefits for operators who had moved across to cleaner alternatives could be exempted.

Removal of traffic from residential streets

Proposals for closing side streets to traffic has the potential to lengthen routes for delivery and servicing companies in reaching their customers. This could result in more vehicles on the roads and congestion. Care should be taken that removing traffic from residential streets does not increase journey times and reduce delivery efficiency, which may result in more vans to fulfil customer orders.

Deliveries to public houses require very close access to comply with the law. If they are located in residential streets, then road closures may mean that deliveries cannot be made legally, or safely into the business.

¹ <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-efficiently/deliveries-toolkits#on-this-page-1>

Loading and unloading

We want to see ample kerbside loading/unloading facilities to enable deliveries to be made safely, efficiently and legally.

Loading bay times on nearby streets should reflect the longer distances required to reach properties on closed streets

Large new developments or change of use should trigger an area-wide review of the signs and lines, and every high street should have a periodic review at least every five years to ensure that the facilities are still fit for purpose.

Long-term interventions and all development schemes should include plans for managing deliveries, servicing and maintenance, especially to ensure cost effective and timely supply of goods and services for town centres.

ULEZ

FTA does not support Lewisham's desire for the ULEZ to encompass the entire Borough ahead of the schedule already in place under the Mayor's ULEZ scheme, or alternatively for the existing LEZ standards to be strengthened.

The freight industry is already taking significant steps to meet the new implementation dates to address the environmental challenges across London and to upgrade their fleets in time. However, the supply of compliant vehicles is still quite low, and companies are currently facing difficulties in obtaining sufficient Euro VI/6 trucks and vans.

Any changes to the ULEZ implementation at Borough level will add unreasonable pressure, especially for the smallest operators. Fleets and specialist heavy vehicles operate across many locations and a patchwork of different standards will result in confusion for operators and reduced productivity.

Silvertown Tunnel

FTA does not support Lewisham's objections to the Silvertown Tunnel proposals. The Association is supportive of Government and City Hall proposals to develop a new network of river crossings in East London, including the Silvertown Tunnel, crossings at Belvedere and Gallions Reach and beyond London to the Lower Thames Crossing to reduce congestion and unlock growth opportunities. The existing number of crossings in East London is not sufficient to handle current and future traffic volumes and it is vital further crossings are delivered as soon as possible.

Summary of FTA View

- A blanket speed limit of 20 mph would not be appropriate on all roads across the borough, nor helpful to ensuring freight operates as efficiently as possible with the fewest vehicle journeys.
- Centralised delivery hubs to reduce repeated trips for failed deliveries and redeliveries will not significantly address supermarket and hot food deliveries and may be problematic for parents of young children, older or disabled people.
- FTA does not support Lewisham's proposals to expand the Ultra-Low Emission Zone (ULEZ) to encompass the entire Borough.
- FTA does not support Lewisham's objections to the Silvertown Tunnel proposals.

24 November 2018

Denise Beedell

Policy Manager – Vans and Urban

Freight Transport Association

██████████@fta.co.uk

GROVE PARK NEIGHBOURHOOD FORUM

Dear Nick,

Hope all is well,

Please find the link to Grove Park Park Neighbourhood Forums submission regarding LIP consultation, and the Local Implementation Plan, in regards to sustainable transport links.

This project includes thirty acres of Cycle paths, footpaths, bridle paths and reduction in air pollution, the project forms part of Grove Park Neighbourhood Forums healthy neighbourhood strategy.

<https://groveparkneighbourhoodforum.com/wp-content/uploads/Urban-National-Park-Landscape-Vision.pdf>

The project can be also be match funded by GLA GGF, which the Forum has already been awarded, EA's Natural Flood Alleviation funding, Thames Water SUDs funding and NHS funding.

Please note the Grove Park Neighbourhood Plan is now at HealthCheck stage and will form part of LBL's local plan.

DRAKEFELL ROAD ACTION GROUP (DRAG)

DRAG Response to LIP3 Consultation

Drakefell Road Action Group (DRAG) is a community group in the Telegraph Hill area of the London borough of Lewisham. Drakefell Road provides a key link between two stations (Brockley and Nunhead) and Telegraph Hill Upper Park as well as being a key route to a number of schools and a sixth form college. It has high footfall relative to other roads in the area.

In 2014 DRAG presented a petition to Lewisham council that was supported by 200 households. It has campaigned to remove heavy vehicles from this route; to encourage slower speeds; to bring an end to pavement parking and to re-balance the street to enable a safer environment for local pedestrians and cycle journeys

DRAG welcomes the opportunity to provide feedback on the Transport Strategy and Local Implementation Plan 2019-2041. We have worked closely with our local community for the past 4 years to understand the issues that residents experience and have achieved broad support for improved street design to address these issues. DRAG has been an early adopter of Healthy Streets and has received the support of GLA member Len Duvall who has helped us demonstrate the challenges we face directly to Will Norman TfL's Walking and Cycling Commissioner.

Challenges for Drakefell Road

Together with the local community, DRAG has identified the following challenges:

1. **Speeding Traffic.** Approximately 14,000 vehicles a week are speeding on the Drakefell Road corridor. This creates a hostile and dangerous environment. It has resulted in many "near miss" incidents recently. It also discourages people from walking or cycling.
2. **Unsafe Places to Cross.** Traffic islands are too few and too small. Local children need to cross Drakefell Road at the junction of Pepys Road to access the Free School and Haberdasher Asks schools. Haberdasher Asks pupils also need to cross Drakefell Road to access the school's sports facilities on St Asaph's Road.
3. **Rat-running HGVs.** Approximately 160 articulated lorries use the road every week. The removal of HGVs would help to improve air quality through reduced emissions (until the Mayor's Ultra Low Emission Zone is introduced).
4. **Pavement Parking.** Pedestrians are often required to walk on the carriageway as parked cars block pavements. Those who are mobility impaired or mothers with pushchairs often must undertake dangerous detours

Solutions for Drakefell Road

DRAG has consulted residents on potential solutions to the problems outlined and have discussed the issue with Lewisham council officers, ward councillors and the Deputy Mayor.

These include:

Slowing down traffic through better road design and layout

Stop HGVs - introducing width restrictions

Creating more and safer crossing points

Healthy Streets

DRAG is very supportive of the Mayor's Healthy Street's agenda, but note we have specific challenges which need to be addressed including:

- **A Hostile Environment** and residents lives blighted by pollution, aggressive speeding drivers, HGVs which shake homes etc.
- **Pavement Parking** is illegal and should no longer be ignored by the council, it has a disproportionate impact on vulnerable people including older people, children and people who are mobility impaired. This is likely to reinforce existing health and social inequalities.

- Less than 20% use vans or cars for commuting, yet we are blighted by congestion and pollution.
- Car ownership data indicates that a lot van and car movements on the 95% of roads which the borough owns and can control indicates Drakefell Corridor is accommodating a significant amount of through traffic, therefore is a rat run which should be filtered. Drakefell Road should be prioritised as a neighbourhood road. This would help to improve the AQMA at Brockley Cross.

DRAG propose to work with Lewisham Council to develop a redesigned street which:

- Reallocates space to enhance the footway implements continuous pavements at junctions and install build outs and other filters, to stop pavement parking which inhibits mobility and creates unnecessary hazard to pedestrians because of blocked pavements by vans and cars.
- Encourages walking, cycling and access to public transport by providing a safer environment for pedestrians, particularly children to cross the road and women walking alone at night.
- Improves natural surveillance by removing dark pavement 'alleys' where large vans park on the pavement at night.
- Enforces 20mph through culture change and good design and reduce casualties (Vision Zero)
- Improves air quality, particularly given proximity to local schools.
- Provides infrastructure for Electric Vehicles (dedicated bays)
- Develops a set of interventions/schemes which provide a framework for the Healthy Streets approach as an exemplar scheme, which can be promoted as a co-designed (with the community) solution and successfully applied across neighbourhoods.

Comments on the Local Implementation Plan

DRAG consulted with residents on the Commonplace Survey and helped lead to the exceptionally high response rate for the area. Residents have been more reluctant to respond to the LIP3 and we hope to represent some of the missing voices in our comments below.

Challenges and Opportunities

LIP3 captures several the key transport challenges and opportunities and in particular:

- DRAG notes that the Council is committed to creating appealing environments for walking. DRAG support this and our proposal for an exemplar scheme could prove the concept.
- The document refers to high potential for more walking trips in Telegraph Hill which support our argument investment in the walking environment
- Drakefell Road provides an important walking and cycling link between stations and also between local amenities including schools, colleges, parks and shops Enhancing the walking environment to enable more walking would help deliver on the MTS ambition to achieve a shift to sustainable travel
- Outcome 3: London's Streets will be used more efficiently with less traffic on them: the document states that 'at a more local level, Lewisham is proposing a traffic reduction strategy that aims to target rat-running and encouraging active travel as the most direct routes. The Council will implement this, in collaboration with communities' (Page 44) DRAG support this and would be a good local partner.
- To achieve a reduction in traffic and to reduce the number of circulating vans in the Telegraph Hill neighbourhood. DRAG support the concept of Central Delivery (Hubs (Page 45) this should be facilitated through new innovative approaches including delivery hubs with cargo bike deliveries to people's homes.

However DRAG would also add:

- The document does not sufficiently articulate the Healthy Streets ambition of the Mayor's Transport Strategy (MTS) for example it does not describe the opportunities to increase walking including the importance of centres of activity and interest to encourage people to walk for local journeys. .
- The document does not mention Autonomous vehicles or Demand Responsive Transport. Different car ownership models could radically reduce overall ownership and have huge implications for kerb space and residents' access to deliveries. And have huge implications regarding the public realms and how residents are able to have enhanced mobility and better accessibility.
- The KSI Collision (Heatmap (Figure 12)) is from 2016 and things have got worse since then. In Drakefell Road, three collisions occurred in the summer of 2018.

Targets

The Council aims to see 72% of journeys made by sustainable transport (walking, cycling and public transport) by 2021 and 81% by 2041. DRAG support this and schemes like Drakefell Road could represent the start of a neighbourhood approach across Telegraph Hill.

Healthy Neighbourhoods Programme

DRAG would like to see a Healthy Neighbourhoods Programme implemented to include at its core the Endwell Road- Drakefell Road- Gellatly Road Corridor to provide better access to Telegraph Hill for residents.

Thank you for the opportunity to share our views.

Kind regards

The DRAG Team

www.drakefell.org

LEWISHAM LIVING STREETS

Lewisham Living Streets response to the public consultation on LB Lewisham's Draft Local Implementation Plan November 2018

Lewisham Living Streets is a statutory consultee appearing in *Appendix A – Statutory consultees* document for the *Transport Strategy and Local Implementation Plan 2019 – 2041 October 2018 Draft*

The online survey has also been completed and this report is a more detailed version of that submission.

Lewisham Living Streets is a local group under the aegis of Living Streets the charity. Living Streets is the main charity for pedestrians, founded in 1929 in response to high pedestrians casualties. Living Streets wants a nation where walking is the natural choice for everyday local journeys. Our mission is to achieve a better walking environment and inspire, encourage and enable people to walk more. This naturally applies to any pedestrian, particularly those with difficulties that affect mobility (such as physical, perception or sensory disability).

Lewisham Living Streets works with professionals, politicians and other public realm stakeholders and campaign with our supporters to improve streets and public spaces to create safe, attractive and enjoyable places to walk, meet and relax.

3. Do you think we have captured the borough's key transport challenges and opportunities?

Lewisham Living Streets do think that the borough's key transport challenges and opportunities have been captured.

4. Are there any additional challenges and opportunities that should be included?

Challenges

- The levels of airborne pollutants, road dangers and rat running caused by private motor traffic is particularly high in Lewisham as a result of its location as an inner London borough and the historical legacy of inter-connected networks of residential streets.
- Increasing use of private motor vehicles for short journeys.
- The growth of electric motor vehicles that will continue to produce unacceptable levels of airborne pollutants (especially particulate matter within the borough) and not address issues of road safety.
- The expected increasing numbers of electric motor vehicles will need to be charged by owners but current technology and the lack of private off-street parking is putting pressure on the Council to provide kerbside charging points. This will produce conflicts both between vehicle owners/users wishing to use the finite resource of charging points and a conflict between the amenity and safety of pedestrians with the convenience and utility of owners/users of electric motor vehicles.
- Electric Vehicle Charging Point obstruction and trip hazards to pedestrians, particularly to those with limited mobility &/or vision are likely to become significant unless provision is carefully planned.

Opportunities

- The Borough is well placed, through location in inner London and the layout of the road and rail network, to create a series of low traffic neighbourhoods that are protected from motorised through-traffic and encourage walking and cycling.
- Low private motor-vehicle ownership in the Borough provides the opportunity to make a popular shift in resources towards public transport, walking and cycling.

Comments on the challenges and opportunities section:

- The power of Lewisham to act in relation to public transport infrastructure and the Transport for London road network (LTRN) is limited. The focus of Lewisham council's activities should be on what it can do on its own road network.
- Lewisham Living Streets together with 20's Plenty was instrumental in the introduction of the 20mph speed limit to the borough but work needs to be taken in terms of calming measures and education as well as liaison with the police to enable active legal enforcement.
- Lewisham also has a number of good policies regarding footway parking but we have found that clear footways are often inadequate or insufficient for the location where guidelines have been ignored. The recent case, *Ali v LB Newham* underlined the necessity for local authorities to follow national guidelines. Lewisham Living Streets would like LB Lewisham to use its own *Parking Policy* document and take the opportunity to end pavement parking where the remaining footway is less than a clear

1.8 metres wide as a start*, enforce compliance by fining vehicles parked outside marked areas and move towards the total elimination of pavement parking in the Borough. (*noting that guidance given in The Manual for Streets (DfT2007) and Inclusive Mobility (DfT2005) is greater than this and Healthy Streets Check (TfL2017) and iWalk (Bristol University & Borough) together suggest the need for wider minimum clear footways.)

□ The introduction of low traffic neighbourhoods as outlined in the London Living Streets and London Cycling Campaign documents

<https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and

<https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

□ The funding of low traffic neighbourhoods should be focussed on the amelioration of the main roads that will take some additional traffic through;

○ footway widening,

○ the steadying of traffic flows and increased road safety through the use of single lane traffic,

○ effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

□ Electric vehicle charging at the roadside is opposed by Lewisham Living Streets unless it is ensured that:

○ obstructions and trip hazards for pedestrians are not introduced

○ the footway is only used where more than minimum clear footway (as discussed above) is left available for pedestrians (this includes associated apparatus such as transformer/distribution hubs or high

□ Footways or footpaths that are shared with cyclists are frightening for vulnerable pedestrians (children, those unable to move quickly and those with vision impairment) and should be removed in the Borough. The inclusion of such schemes and perceived road danger has led to widespread use of footways or footpaths by cyclists in the Borough.

5. How important do you consider each of these objectives to be?

1. Travel by sustainable modes will be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham

2. Lewisham's streets will be safe, secure and accessible to all

3. Lewisham's streets will be healthy, clean and green with less motor traffic

4. Lewisham's transport network will support new development whilst providing for existing demand

Lewisham Living Streets support the first three objectives

6. Do you support the overall detailed three-year indicative programme of investment (2019/20 to 2021/22)?

AND

7. Do you support the individual projects within the programme?

Lewisham Living Streets support the shift in expenditure towards active travel but would like to see more expenditure that would result in fewer private motor vehicles and fewer private vehicle journeys made through the Borough.

Lewisham Living Streets believes that decreasing private vehicle journeys must be directly balanced with improving public transport (safety, frequency, accessibility, distribution and cost). Attempting to reduce traffic flow by increasing costs can be counterproductive as many motorists can charge this against tax whilst increasing a sense of entitlement and excluding the less well off. Public transport needs to be sufficiently attractive that it is hard to refuse – noting that LB Lewisham has limited influence here.

Lewisham Living Streets supports the concept of a fully integrated transport system both within and connected to London but recognises that this is a long-term ambition.

The London Mayor's aim is that travel by foot, cycle and public transport is increased by 29% (or 0.7% per year) to reach 80% of all journeys by 2040. Nearly a third of all journeys in Lewisham are currently made on foot (with public transport being a little more than a third and cycling just 1.5%). Lewisham Living Streets believe that low traffic neighbourhoods are the best way to increase these journeys providing better opportunity and experience for people to walk and cycle. LB Lewisham is able to fund projects that encourage walking and cycling local journeys and journeys made to public transport and should prioritise its expenditure and expertise where it can have most impact.

Lewisham Living Streets would like to see the following TfL borough funding 2019 to 2022 rolled into a single fund.

Healthy Neighbourhoods £2,044k

Local Pedestrian Improvements £300k

Local Cycling Improvements £750k

Road Danger Reduction £380k

Air Quality and Noise £280k

Safer and Active Travel £981k

=====

Total £4,735k

Whilst the direct expenditure on cycling improvements is welcome, direct pedestrian improvement is significantly disproportionately low and needs considerable increase.

This single fund should mostly be spent on creating low traffic neighbourhoods across the whole borough with emphasis placed on improving main roads by:

- o footway widening by removing carriageway space
- o the steadying of traffic flows and increased road safety through the use of single lane traffic, and visual countermeasures
- o effective planting of trees and shrubs on and around main roads to reduce the effects of noise and toxic air pollution

Lewisham Living Streets would like to see borough-wide initiatives to encourage walking and cycling rather than the more expensive and less effective specific-site projects. We support the "Healthy Neighbourhoods" in the draft London Borough (LB) of Lewisham Local Implementation Plan and urge that the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

8. Would you like to see a Healthy Neighbourhoods Programme implemented in your area?

Lewisham Living Streets would like to see the Healthy Neighbourhoods Programme implemented as quickly as possible across the whole Borough and urge that the London Living Streets and London Cycling Campaign documents <https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-intro-v8.pdf> and

<https://londonlivingstreets.files.wordpress.com/2018/09/lcc021-low-traffic-neighbourhoods-detail-v9.pdf> should be adopted.

9. Do you support the goals of the Vision for Rail?

Lewisham Living Streets support the goals outlined but would like to see more emphasis on the removal of obstacles for people to use public transport. Many other Londoners enjoy the opportunity to “turn up and go” at railway stations managed by Transport for London. Travel from our rail stations in Lewisham is often restricted by lack of level access to and between platforms and also the requirement to “book in advance” wheelchair facilities for entering the trains themselves.

10. To what extent do you support the following schemes outlined in the vision?

The “metroisation” of rail services will inevitably lead to the need for passengers to change trains during their journeys more often than they do now. Notwithstanding the issues of fair access for passengers who take longer to change train services, the overall impact is likely to reduce the attractiveness of rail travel, particularly for mobility impaired passengers.

11. Do you think there are any objectives or schemes missing from Lewisham's Vision for Rail?

No comment.

12. Do you support the other schemes listed in the longer term Delivery Plan (p80 - 82)

- More low emission bus corridors
- LEZ - tightening of standards
- The Lewisham Spine – A21 Healthy Streets Corridor
- A2 New Cross Road / Amersham Gyratory removal
- Bakerloo Line Extension
- Lewisham Station & Interchange
- New Cross to Lewisham Overground Extension
- Ringway Corridor (Southend Lane and Whitefoot Lane) Improvements
- Lewisham Town Centre
- Catford Regeneration Masterplan
- New Bermondsey Station
- Brockley Station Interchange
- Metroisation
- New or improved bus services in the south of the borough

Many of the schemes listed do not impact on pedestrian issues. Lewisham Living Streets would like to see emphasis within all the schemes on the delivery of cleaner air, better opportunity and experience for walking and meeting in streets and equity in access to the streets and public transport.

Whilst Lewisham Living Streets supports any public transport improvements, necessary for the formula of 'less drivers because of better transport' – it remains to be seen which scheme becomes a realistic in the mid future and awaits details before commenting is possible.

13. Do you consider the targets to be sufficiently ambitious yet realistic?

Lewisham Living Streets would like to see more target years filling the gap between 2021 and 2041 in relation to targets for walking. Whilst long term planning is sensible, some targets are not acceptable if included such as 100% disabled access for all public transport.

Reducing vehicle traffic is a vital component of the London Mayor's Transport Strategy but the schemes in the LB Lewisham three-year plan may sadly not have the impact on vehicle traffic of a reduction from 766 to 747 million kilometres. The longer term target of a reduction to 635 million kilometres is based on the introduction of improved public transport over which the Council has little control and weak influence. With much vehicle traffic in Lewisham simply passing through the Borough these targets tend to seem beyond the Council's remit.

These concerns are repeated for targets on vehicle ownership. These targets may be distorted by changes in use models for private vehicles through taxi/car club schemes that simply shift ownership rather than reduce vehicle numbers or use.

Pollution levels caused by vehicle exhausts may be reduced but only local NOx levels will be positively affected. Overall NOx levels may not change with a shift to electric vehicles and harmful particulate matter levels may increase due to tyre, brake and road wear and the re-suspension of road dust caused by heavier electric vehicles on local roads.

14. Do you have any other comments about the LIP?

Many existing earlier and planned schemes have failed to take into account vulnerable pedestrians, particularly those who are young or who are mobility impaired for a wide variety of reasons (whether permanent or temporary). Lewisham Living Streets would like to work alongside members and officers at LB Lewisham to ensure that schemes adequately meet the needs of all local pedestrians, not just to minimum standards but to the fullest measure that can be reasonably attained. We would like a key place in the formulation of schemes to ensure that all pedestrian issues are fully addressed.

Local stakeholders and the consulted public should be considered as valuable resources also in the earliest planning stages.

Current focus on KSI data omits a substantial part of the experiences and anticipations of pedestrians, particularly those with factors that affect their mobility or confidence in accessing the public realm. Whilst KSI data is important, it is also important to be aware of the impact of 'lesser' injuries that are not classified as 'serious' but nevertheless may take significant time for recovery which can also be long term. Such injuries are less liable to be reported, or otherwise appear in statistics, particularly if the person responsible for the collision is unknown. Importantly this undermines efforts to make walking attractive, safe and secure and widens the impression that the streets are generally unsafe for those with the most vulnerabilities.

Lewisham Living Streets believes that steps should be taken to decrease the levels of parents (or carers) driving children to schools (which normally use catchment criteria that demands locality). This might be helped with timed barriers and parking prohibition. This should be in conjunction with general enforcement of existing regulations against engine idling (a problem also characterised by parents waiting to pick up children in the afternoon). Idling produces high levels of pollutants, is illegal and a problem in the borough that needs addressing in terms of education followed by enforcement.

PERRY VALE RESIDENTS

Dear Nick

Please accept my comments below in lieu of a contribution to the consultation. I missed all the information about it until this week - and have just gone to the relevant webpage only to learn that it closed yesterday: apologies.

My comments relate to the 'key programmes of investment' listed on page 9 of the Transport Strategy & Local Implementation Plan, in particular:

- Healthy Neighbourhoods
- Road Danger Reduction
- Local Pedestrian Improvements
- Local Cycling Improvements
- Air Quality and Noise
- Safer and Active Travel

The quickest and easiest way for me to make the comments is to copy below the motion passed by Perry Vale Branch Labour Party last Tuesday; Cllr John Paschoud suggested that we use it to contribute to the LIP.

The key clause, as far as the LIP is concerned, is the one requesting a borough-wide review of pedestrian routes between residential areas and their local green spaces - shown in italics.

My own, personal view is that the council should be aiming for residents to be able to walk to their local green spaces without fear of being run over or inhaling quantities of exhaust fumes - the routes should be safe enough for children to use on their own, and for parents to be confident that this is the case, and for families to negotiate safely together with small children on bikes, scooters, etc.

However, the whole notion of 'London National Park City' and Lewisham's endorsement of it could usefully be incorporated into the LIP - ?

So I'm giving you the motion in its entirety:

Perry Vale LP motion - improving access to green spaces

This branch congratulates Mayor of London Sadiq Khan and our own Lewisham Council on their endorsement earlier this year of the idea of establishing London as the first National Park City as a means of further 'greening' our local environment. We particularly welcome the endorsement in the context of:

- London's dire air quality (trees absorb pollutants – excellent council action already on this)

- High rates of mental illness (contact with nature improves mental health)
- Increasing rates of obesity (easy access to green spaces helps people be physically active)
- Climate change (more trees = more carbon taken out of the atmosphere).

We call on Lewisham Council to demonstrate its commitment to London National Park City by the following:

- when drawing up contracts with developers or approving major planning applications to include a condition that requires the developer always to plant the maximum number of appropriate trees/and or hedges that the site can sustain*
- *to carry out a borough-wide review of routes between residential areas, new and old and their local green spaces in consultation with the relevant 'Friends of...' groups and make them as green as possible - ie with the maximum number of appropriate trees and/or hedges planted along them - and are well sign-posted*
- to carry out a borough-wide review of cycle routes and paths with a view to creating more quiet routes and ensuring each has the maximum number of appropriate trees/and or a hedge planted along it.

* all decisions about hedges and numbers and type of trees to be made in consultation with the borough arboriculturalist [ENDS]

I also missed the Commonplace consultation in the summer - but will definitely look out for the next one!

Ccing Perry Vale's councillors and the branch chair, sec, campaigns officer, etc.

V much hoping you are able to take these comments into account, despite not coming to you by the designated route...

Best wishes

Judith Barrett

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[REDACTED]

Appendix G
TfL Comments

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from London Borough of Lewisham. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

| Job Number | Issue | Description | Originator | Checked | Authorised |
|-------------------|--------------|--|------------------------------------|-----------------------|-----------------------|
| 4846 | 1 | Draft Lewisham LIP3 Consultation Summary | Caitlin King & Sarah Burbury | Nick Ruxton- Boyle | Nick Ruxton- Boyle |

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