

MAYOR & CABINET		
Report Title	Local Implementation Plan – Annual Spending Submission 2020/21	
Key Decision	Yes	Item No.
Ward	All	
Contributors	Executive Director for Housing, Regeneration and Environment	
Class	Part 1	Date: 10 October 2019

1. Summary

- 1.1 Lewisham’s third Transport Strategy & Local Implementation Plan (LIP), covering the period 2019-2041, was ratified by Mayor and Cabinet on 6th February 2019. In March 2019 the final draft was submitted and approved by Transport for London (TfL) and then the Mayor of London. (Background Doc 1)
- 1.2 Each year an Annual Spending Submission (ASS) confirms proposals for the delivery of transport projects for the forthcoming year, with this particular report seeking approval from Mayor & Cabinet to submit the ASS for 2020/21. It also includes an indicative programme for future years (2021/22 and 2022/23). It should be noted that this may need to be varied during the course of the year or in future Annual Spending Submissions to take account of changing LIP allocations or changes in Council scheme priorities, subject to the appropriate approvals.
- 1.3 The 2020/21 programme is the second year featured with the Council’s new LIP and looks to enter a delivery phase of schemes developed in year 1 while continually developing schemes for future years that look to deliver the aims and objectives set out in the new LIP.
- 1.4 The Annual Spending Submission for 2020/21 is based on a combination of:
 - Delivery of named larger schemes such as Crofton Park and Deptford Parks Liveable Neighbourhood;
 - The ongoing development and delivery of schemes that fall within rolling annual programme lines, the detail of which is often developed during the year;
 - Strategy work, feasibility studies and design work to help inform the development of future schemes.
- 1.5 It also means that indicative programmes for future years are subject to a full review of policy and funding priorities.

2. Purpose of the Report

- 2.1 This report includes a summary of the priorities in the MTS, a brief description of the proposed LIP projects for delivery during 2020/21, and seeks approval to submit the LIP Annual Spending Submission 2020/21 to TfL for their approval.

3. Recommendation

- 3.1 The Mayor & Cabinet is recommended to approve the LIP Annual Spending Submission 2020/21 to TfL as set out in Tables 1-2 (sections 8 and 9).

4. Policy Context

- 4.1 The Greater London Authority Act requires each London Borough to prepare a Local Implementation Plan (LIP) (Background Doc 1) to implement the London Mayor's Transport Strategy (MTS) (Background Doc 2) within their area. The MTS was published April 2018, alongside statutory guidance to London boroughs on LIPs.
- 4.2 Lewisham's third LIP was approved by the Lewisham Mayor & Cabinet and the London Mayor in February and March 2019 respectively. The LIP was developed within the framework provided by the MTS and consists of an evidence base, objectives, targets and initial three year programme.
- 4.3 The goals, objectives, and outcomes for the LIP reflect local policies and priorities and it aligns and supports the priorities of the **Borough's Corporate Strategy 2018-2022** especially priorities 1, 4 and 6 below;
- Open Lewisham, Lewisham is a welcoming place of safety for all, where we celebrate the diversity that strengthens us.
 - Building an inclusive local economy, everyone can access high-quality job opportunities, with decent pay and security in our thriving and inclusive local economy.
 - Making Lewisham greener, everyone enjoys our green spaces, and benefits from a healthy environment as we work to protect and improve our local environment.
- 4.4 Proposals recommended for 2020/21 LIP funding have been shaped primarily by the LIP3 policy objectives, in the form of existing committed schemes and programmes.
- 4.5 A key theme within the MTS, is the 'Healthy Streets' approach, which aims to improve air quality, reduce congestion reduce road danger and help make London's diverse communities greener, healthier and more attractive places to

live, work, play and do business. Further information can be found in section 6.

5. Background

- 5.1 Much of the investment the Council makes in streets and transport uses TfL funding to support delivery.
- 5.2 LIP funding for “Corridors, Neighbourhoods and Supporting Measures” is allocated to local authorities based on a formula intended to reflect relative needs. The existing formula which has been used to calculate the funding in this report has been in place since 2010.
- 5.3 The funding formula is under review by TfL so it accurately reflects the new priorities set out in the new Mayors Transport Strategy (2018). Draft formulas presented would give Lewisham a small increase in allocated funding of between 100k and 200k. Whilst the programme and allocated funding below use existing funding formula the final figure could be slightly higher, as this figure is relatively small compared to the overall funding figure, this small increase (if realised) would be assumed into the existing programme lines outlined below.
- 5.4 A final decision on the formula will be made by the deputy Mayor for Transport in October 2019. As a result the allocations presented in this report for 2020/21 are subject to change once the new funding formula has been finalised, and will be allocated in discussion with the Cabinet Member.
- 5.5 Annually, each local authority must submit a detailed programme to TfL in the form of an “Annual Spending Submission” for approval and release of this funding allocation. (Table 1)
- 5.6 TfL also requires local authorities to submit annual bids for ‘Principal Road Maintenance’ and ‘Bridge Assessment and Strengthening’ funding (Table 2), However these funding streams have been suspended for the last 2 years and boroughs have to bid for funding for these schemes on an individual basis and they are judged on a priority basis developed by TfL. The funding for ‘Bridge Assessment and Strengthening’ is considered on a pan London basis by the ‘London Bridge Engineering Group (LoBEG)’. Further information on this can be found in section 9 of this report.
- 5.7 Local authorities also may also bid for ‘Liveable Neighbourhoods’ funding which largely replaces the ‘Major Schemes’ funding stream from the last LIP cycle. The Council has already secured Liveable Neighbourhood funding for Deptford Parks, with 2020/21 being the final year for this project. Officers have sought TfL advice on appropriate timing for the submission of a further Liveable Neighbourhood bid, and have been advised to wait until the next bidding round in 2020. Further information on this can be found in section 10 of this report.

- 5.8 Other separate funding streams may become available throughout the year, to fund TfL and Borough projects which achieve shared priorities. Such programmes include the Borough Cycling Programme, Cycleway Programme, Bus Priority and Enabling Works, Mayor's Air Quality Fund, and School Safety. In addition TfL provide boroughs with a Local Transport Fund to address borough priorities. TfL is also funding a new Healthy Streets officer, although full details of this post, and the extent to which the resource will be shared with other boroughs, is yet to be confirmed.
- 5.9 TfL require the annual spending submission for 2020/21 to be submitted by 1st November 2019.

6. The new Mayor's Transport Strategy (MTS) and LIP3

- 6.1 Mayor of London, Sadiq Khan, published the final version of the Mayor's Transport Strategy in 2018. The document sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years, and it has three key themes, and 9 key outcomes. (Background Doc 2)

Theme 1: Healthy Streets and healthy people

- 6.2 Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
- 6.3 Outcomes:
1. Active: London's streets will be healthy and more Londoners will travel actively
 2. Safe: London's streets will be safe and secure
 3. Green: London's streets will be clean and green
 4. Efficient: making more efficient use of our street network

Theme 2: A good public transport experience

- 6.4 Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.
- 6.5 Outcomes:
5. Connected Public Transport: more people will travel on an expanded public transport network
 6. Quality Public Transport: journeys by public transport will be fast, comfortable and reliable
 7. Accessible Public Transport: public transport will be affordable and accessible to all

Theme 3: New homes and jobs

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

6.7 Outcomes:

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

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

Healthy Streets

6.9 The key way the Mayor wants to deliver change on London's streets is through the Healthy Streets Approach. The Healthy Streets Approach provides a framework for putting human health and experience at the heart of planning our streets.

6.10 This includes a series of ten indicators by which future street improvements should be assessed:

- Pedestrians from all walks of life
- People choose to walk, cycle and use public transport
- Clean air
- People feel safe
- Not too noisy
- Easy to cross
- Places to stop and rest
- Shade and shelter
- People feel relaxed
- Things to see and do

Car use and traffic reduction

6.11 The MTS is heavily focused on reducing car usage in London. The Mayor wants to reduce the need for Londoners to use their cars through improved public transport and an increase in walking and cycling. The Mayor's aim is that by 2041, 80% of all trips made by Londoners will be made on foot, cycling or by public transport. This is from 64% in 2015 and 56% in 2000.

6.12 The scale of this challenge is not to be underestimated. In 2015 there were 26.7million daily trips in London, with 9.6 million (36%) made by car. By 2041 it is predicted that there will be an additional 5 million daily trips. In order to meet this target, not only would all these trips need to be catered for sustainably, but two-thirds of existing car trips would also need to transfer to other modes.

- 6.13 This is particularly challenging towards outer London, where this target would require a more substantial investment in public transport and cycling infrastructure than is currently identified in TfL's Business Plan.
- 6.14 The MTS proposes to support borough traffic-reduction strategies which are in line with the Healthy Streets Approach, though it remains to be seen in practice how TfL will view schemes that impact negatively on the more strategic red route network that it manages.

Vision Zero

- 6.15 The Mayor, through TfL, the boroughs, police and enforcement authorities, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.

Electric Vehicles

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

LIP3 2019-2041

- 6.17 The Council over the course of 2018/19 developed its third Transport Strategy and LIP detailing the borough's long term transport objectives along with a more detailed 3 year delivery plan, with indicative funding identified. All relevant Lewisham plans and strategies were taken into consideration along with objectives and proposals contained within the MTS whilst recognising the need for a balanced programme and acknowledging that some projects are already committed. This resulted in a LIP that is very closely aligned with the above objectives and that therefore received very positive feedback from TfL.

7. Developing the 2020/21 annual spending submission (ASS)

- 7.1 The programme for 2020/21 represents the second year of delivering the objectives set out in the borough's new LIP, and as such, largely reflects the 2019/20 LIP programme which has so far been very much a scheme development year, but with many schemes now starting to enter the delivery stage.
- 7.2 The borough prioritises its transport projects, using various techniques based around schemes' 'policy fit' with LIP and MTS objectives, projected contribution towards meeting LIP targets, strength of evidence and local support, and deliverability, based on internal capacity, value for money and risk. This enables consistency between the LIP objectives, Delivery Plan and Performance Monitoring Report – the three core parts of the LIP.

- 7.3 The LIP schemes are developed within the context of existing utilities programmes (e.g. Thames Water replacement works) and new developments. LIP scheme funding therefore continues to be supplemented by the use of funds secured through other sources (e.g. section 106 /CIL contributions from developments).
- 7.4 TfL's "Local Implementation Plan (LIP) 2020/21 Annual Spending Submission Guidance", confirmed that Lewisham will receive £1,940,400 through the Corridors and Supporting measures programme and £100,000 from the Local Transport Fund for 2020/21. These are the same amounts as 2019/20. At the time of writing this report there has been no indication that funding for Principle Road Renewal (PRR) will be made available for 2020/21 however the borough will continue to put forward proposed PRR schemes for consideration by TfL.
- 7.5 As mentioned in section 5.3, the formula used for calculating each boroughs allocation is under review and as a result this figure could increase from between 100k and 200k and if this is realised this extra funding will be assumed into the existing programme lines set out below.
- 7.6 The three-year indicative programme of investment has been completed in Table 1. The table summarises, at a programme level, the borough's proposals for the use of TfL borough funding in the period 2020/21 – 2021/23.

TABLE 1 London Borough of Lewisham PROPOSED TfL BOROUGH FUNDING SUBMISSION 2019/20 TO 2021/22	Programme budget		
	Allocated 2020/21	Indicative 2021/22	Indicative 2022/23
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£k	£k	£k
Crofton Park Corridor*	0	0	0
A21 Outcome Definition Study*	0	0	0
Deptford Parks Liveable Neighbourhoods	50	0	0
Healthy Neighbourhoods	908	978	958
Local Pedestrian Improvements	100	100	100
Local Cycling Improvements	250	250	250
Road Danger Reduction	100	100	100
Air Quality and Noise	100	80	100
Safer and Active Travel	327	327	327
Public Transport Supporting Interventions	10	10	10
Small scale schemes	30	30	30
Completion of previous years schemes	65	65	65
Sub-total	1,940	1,940	1940
LOCAL TRANSPORT FUNDING (LTF)	£k	£k	£k
Local Transport Funding	100	100	100
Sub-total	100	100	100
DISCRETIONARY FUNDING	£k	£k	£k
Deptford Parks Liveable Neighbourhoods	940	450	0
Sub-total	940	450	0
EXTERNAL FUNDING BIDS	£k	£k	£k
Deptford Parks Liveable Neighbourhoods*	250	250	0
Sub-total	250	250	0
All TfL borough funding	£3,230k	£2,740k	£2040

* See supporting commentary below.

8. Supporting commentary for the annual programme

8.1 Crofton Park Corridor

8.1.1 During 2014/15 a feasibility study considered the transport issues along the B218 corridor, including Brockley Road, Stondon Park and Brockley Rise. Road safety and air quality were the key issues to be investigated, alongside public realm improvements which would support local places. The purpose of the study was to identify concept stage solutions which might be feasible and affordable, and to consult with the public at an early stage of development. Following an appraisal of the potential schemes, Crofton Park has been recommended as the highest priority scheme along the B218 corridor, largely on the basis of the road safety, air quality and the relatively high footfall it experiences as a local shopping parade. Following public consultation and dialogue with key stakeholders, an initial phase of the project outside the station has been prioritised and work has now commenced on site, which will be completed by spring 2020. The costs for the scheme have been re-profiled to reflect these revised delivery timescales. The project will involve completion of streetscape improvement works, including widened footways and improved pedestrian crossings, raised table junctions, increased street trees and public realm improvements.

8.2 Deptford Parks Liveable Neighbourhood

8.2.1 This scheme will include new cycling and walking links, including the removal of local traffic, road closures, the creation of a world class north/south traffic-free walking and cycling facility, public realm improvements and healthy routes to schools. The interventions will transform streets, travel choices and the health of people, by connecting them with schools, parks, public transport, local businesses and high streets, as well as enabling new journeys beyond the neighbourhood. The project will mobilise and empower the local community, fostering collaboration at the neighbourhood level and empowering people to have a say in the design of their streets and public spaces. LIP funding will contribute £50,000 during 2020/2021. The scheme is currently at the preliminary design stage, with a public consultation planned for the Autumn. Subject to the consultation, work is expected to start on site during 2020.

8.3 A21 Healthy Street

8.3.1 Lewisham is one of the most pro-cycling Boroughs in London, and has a track record of working collaboratively with TfL to deliver cycling infrastructure, including London's first Quietway and Cycleway 4 along Evelyn Street, which is currently under construction. The A21 is the central spine of the Borough. It links our main TLRN routes, rail network, and our two major town centres. It also links in with Cycleway 4 in the north (which will provide a route into central London), and Bromley to the south, providing just the kind of vital link between inner and outer London that would be required to achieve the

ambitious targets set out in the MTS vision. It is included as a key aspiration within the Council's Cycling Strategy.

- 8.3.2 The Council is working in collaboration with TfL on an Outcome Definition exercise, to determine opportunities and priorities along the corridor, and to inform a concept design that responds to the Council's Manifesto pledge to work with TfL to provide a new segregated cycle route connecting Downham to Deptford. The LIP3 programme makes an allowance for a £20k contribution towards this Outcome Definition work in the current financial year (2019/20), in recognition that the northern part of the route is on Lewisham highway. This work is due to conclude in early 2020 and further allocations have not yet been set aside until this work has concluded, but may need to be reflected in future Annual Spending Submissions as the scheme progresses and TfL secures funding for the sections of it's highway.

8.4 Healthy Neighbourhoods

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

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

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

closures at selected schools to address the school run issues around congestion and parking and encourage mode shift and assist traffic reduction.

- 8.4.4 A programme of two to three neighbourhoods a year is envisaged, with funding of around £900k per annum planned over the next three years. This funding has been re-profiled to reflect officers delivering the whole of Crofton Park (phase 1) during 2019/20, whilst community engagement and trials take place on Healthy Neighbourhoods. This effectively enables some of this year's Healthy Neighbourhood budget to be re-profiled into next year, which will be needed as these schemes move into the delivery phase. There is also potential to supplement the programme with other funding sources such as from the TfL Cycleways budget and developer funding.
- 8.4.5 A map showing the proposed neighbourhood areas is included in Background doc 3. Roads and railway lines have been used as boundaries for each area, with each neighbourhood being of a reasonable size to allow analysis and treatment.
- 8.4.6 The order in which the neighbourhoods have been prioritised for treatment is data led and based on a number of criteria. Most of the criteria are related to the changes and benefits that could be expected when areas become less trafficked and more people are encouraged to use active travel for all or part of their journeys. This includes indicators such as personal injury collisions, and levels of air quality, obesity, asthma, deprivation and public transport accessibility. A small element of the selection criteria relates to the acceptability, practicality and viability of introducing the types of intervention to significantly reduce/remove through traffic.
- 8.4.7 There is a desire to see different parts of the borough benefitting from the programme. Cells have therefore been separated into those inside and outside the extended ULEZ boundary (i.e the south circular), with at least one neighbourhood from either side of the boundary to be implemented in each tranche. Other factors may also be taken into consideration when determining the priority for delivery, such as the availability of funding from other sources to progress schemes within a particular area.
- 8.4.8 The results of the above prioritisation exercise have provided us with four areas to be progressed over the first two years of the LIP programme: Lewisham and Hither Green, East Sydenham, Telegraph Hill and Bellingham. Areas will next be re-prioritised in summer 2020, using the latest available data.

8.5 **Local Pedestrian Improvement**

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

- 8.5.2 Year 1 – resurfacing improvements to the footway area, with the exception of the area outside the entrance to the shopping centre, which will be delivered in future years. The interim scheme will address the immediate issues around broken and missing paving in the area, help to address parking/servicing enforcement issues associated with the market operation and deliver a new zebra crossing near the junction with Albion Way.
- 8.5.3 Future years – Public realm design for the area outside the shopping centre. Any scheme delivered would require a significant budget derived from multiple sources and would need to be designed in such a way that it could be adapted to any longer term plans that come forward for the town centre.
- 8.5.4 The remaining funding will provide a detailed improvement strategy comprising small-scale, localised schemes to provide a better walking environment. Schemes will be guided by local need, and Commonplace feedback will be used to identify potential initiatives. A key aspect of this programme will be focusing on improving accessibility around rail stations, ensuring a comprehensive network providing dropped kerbs and tactile paving, ensuring links to public transport are fully inclusive and accessible to all and delivering other small scale interventions that help to achieve healthy streets such as the street trees and benches.
- 8.5.5 This funding will also be used towards match funding for developer contributions, in particular in key growth areas to the north of the Borough. These LIP funded projects will be supported by the Council’s maintenance and capital works programmes to ensure that footways are maintained in a safe condition.

8.6 Local Cycling Improvements

- 8.6.1 There are three key components to the local cycling improvement programme, which will be developed further on an annual basis. These will be supported by the delivery of other actions from the Council’s Cycling Strategy.
- Contraflow cycle routes: a three-year programme of introducing contraflow cycling to the existing one way systems in the borough, where feasible. Through analysis of TfL and Commonplace data a priority list will be developed and individual projects designed and delivered.
 - Cycle parking: areas will be identified to install secure bike hangers across the borough for use by residents who may not have access to off-street parking at home. It is likely that in some areas of the borough on street parking may have to be taken out to accommodate the new and secure cycle parking. This will only be done in consultation with the local community. Furthermore a review of cycle parking in town centres and at railway stations has been carried out to ensure sufficient and

appropriate provision. Officers are in the process of preparing a bid to TfL for further funding for cycle parking.

- Improved cycle routes: finally important walking and cycling links and connections such as bridges across railways and paths through greenspaces will be assessed for potential improvements. This will complement TfL's Cycleway programme. Officers have commenced discussions with TfL on the next phase of Cycleway routes and priorities, and is preparing bids for funding in line with the routes identified in TfL's strategic cycling analysis (which identifies priority corridors) and the borough's Healthy Neighbourhoods programme.

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

8.7 Road Danger Reduction

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

8.7.2 The 2020/21 road danger reduction programme will consist of a series of interventions across the borough supporting the boroughwide 20mph speed limit, which was implemented in 2016. Interventions will mainly consist of traffic calming measures to encourage compliance of the new and lower speed limit alongside an exploration into enforcement tools available to the council. In parallel to this a review of the emergency services principal road network in the borough will be undertaken in consultation with the various blue light services to ensure that the traffic calming measures installed and planned are suitable for their requirements. The borough will also review any collision hotspots on the Lewisham road network, as highlighted through an annual review of collision data. This will be supported by the phased implementation of 20mph on TLRN, as outlined in the TfL's Vision Zero Action Plan.

8.8 Air Quality and Noise

8.8.1 The Council has developed an Air Quality Action Plan in order to tackle poor air quality and reduce the impact on health. Air quality is a significant priority in the emerging MTS, which supports measures to improve air quality, particularly the development of electric vehicle charging infrastructure. The

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

8.8.2 In 2020/21 LIP funding will be used to match fund the electric vehicle charging infrastructure implementation grant we have secured from London Councils Go Ultra Low City Scheme (GULCS) to implement our strategy targets. It will also be used to support the implementation of the recommendations identified through the Mayor's Schools Air Quality Audits, where these are not covered by the Healthy Neighbourhoods programme. Funding may also be used to support the Council's air quality and noise monitoring programme, and to support future DEFRA and/or Mayor's Air Quality Fund bids for other projects, as these arise.

8.9 Safer and Active travel

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

8.9.2 During 2020/21 the following funding breakdown is envisaged:

- £123k will be spent on child and adult cycle training. Level 1 and 2 training will be offered to all schools in the borough for their year 5/6 pupils. Adult cycle lessons will be offered to encourage safer cycling and will aim to make cycling part of everyday life, creating healthier lifestyles, and reducing reliance on the private car.
- £100k will be used to improve the School Travel Planning programme developed over recent years. This includes working with whole school communities to identify ways of encouraging walking and cycling to school and to address real or perceived barriers to using sustainable modes of transport. Projects to raise awareness and promotion of healthy lifestyles, active travel options, walking and cycling initiatives will be developed using tried and tested behaviour change methods.
- £39k will be used for an Active and Sustainable Travel programme of initiatives, events and publicity to raise awareness and use of sustainable modes of transport.
- £65k will deliver the training and publicity programme. For 2020/21 this work will continue to be data led and will focus on a road danger

reduction programme of work. The programme will continue to develop to support the MTS Vision Zero target.

8.10 Public Transport Supporting Interventions

8.10.1 In recognition of the role the local highway has in improving the public transport experience, a LIP funded public transport improvement programme is proposed to build on the recent completion of the bus stop accessibility programme. One area of work is to look at rail stations in conjunction with Network Rail and operators, to identify where there is scope for improvement to facilities, so that as and when appropriate funding streams become available, potential uses can be quickly identified. A further stream of work is to look at the areas around the future Bakerloo Line extensions to assess the quality of surface access and identify potential improvements. Lastly, funding will also be used to make any amendments to the highway that may be required for the smooth running of bus services and to enhance the customer experience, working in conjunction with TfL.

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

8.11 Small Scale Schemes

8.11.1 The Council receives many requests for minor traffic management measures from the public, including those raised during the Commonplace consultation. These are assessed and prioritised based on their cost against factors such as safety, traffic speed and volume, intrusive parking, community use and cost. Small scale schemes are highly valued by local communities, but are often too low in cost, or do not have high enough priority, to be included in the LIP programme in their own right. The programme is therefore funded by various sources, including a LIP contribution, and the Council's own revenue budgets.

8.11.2 Demand for traffic schemes has increased dramatically as a result of heightened concerns about air quality, expectations linked to new 20mph limits, and emerging MTS priorities, such as "Healthy Streets", "Vision Zero" (new target for zero KSIs) and removal of traffic from residential streets. Although some of these will be picked up as part of the Healthy Neighbourhoods programme as individual neighbourhoods are prioritised, there is still a need for a relatively small budget to address priority issues in other areas of the borough.

8.12 Completion of previous years' schemes

8.12.1 Many schemes are carried out each year that require the Council to commission services where it has little or no control over their programming and invoicing. This includes the provision of electrical connections, disconnections and supplies from the statutory companies. It is recommended that £65k be set aside from this annually. This funding is intended to allow a planned approach to settling these 'late' accounts whilst not putting pressure on existing schemes in the programme. Any funding not required for this will be reallocated into existing or new schemes.

8.13 Local Transport Funding

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

8.14 Complementary projects

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

9. Recommended Principal Road Maintenance and Bridge Assessment strengthening Funding Bids

9.1 Principal road maintenance is planned work designed to ensure that the main borough roads used for the transportation of people, goods and services remain in a serviceable state and reduce the risk of possible carriageway or footway "failures" that need emergency work. The programme has been developed based on the principle of renewing the roads that are most heavily used and in the worst condition. As mentioned earlier, there is currently no indication that this funding will be made available in 2020/21 however the

borough will still put forward schemes based on the rational above. Our recommendations for bridge maintenance are considered as part of a London-wide prioritisation exercise based on examining the conditions of bridges across London.

- 9.2 The borough's principal roads have been assessed and prioritised on the basis of Detailed Visual Inspection and Scanner surveys. This year's LIP maintenance submission will be accompanied by an Asset Management Status Report which, in future years, may have a bearing on future allocations. Relevant information from the status report will be included in the State of the Borough Report which will be presented to a future Mayor & Cabinet meeting. Table 2 below shows the highest priority principal roads which are proposed for bids to TfL for any 2020/21 Principal Road Maintenance Funding made available.
- 9.3 Historically, highway authorities need to ensure that the railway authorities are aware of the highway authority's aspirations in terms of bridge loadings and highway requirements. Generally the highway authorities seek bridges capable of accommodating vehicles up to 40 tonnes. Network Rail however is only required to ensure that its bridges are capable of carrying 24 tonnes. Highway authorities need to provide the funding for its aspirations over and above the minimum standard set for Network Rail. Application for funding for bridge-related works is made via the LIP funding process and a jointly coordinated procedure of TfL and LoBEG, the latter being subject to a pan-London prioritisation procedure. The budget is ring-fenced to bridge activities and changes in allocations are managed by TfL/LoBEG independently of any LIP funding settlement. Table 2 below shows Lewisham priorities for bridge works in 2020/21, however, final allocations for bridge works in Lewisham will be a matter for TfL/LoBEG.

Table 2. Summary of 'Principle Road Renewal' Funding Bids Recommended for 2020/21

Funding Stream	Proposal	Estimated Funding (£ ,000s)
		2018/19
Principal Road Renewal	1. Baring Road (A205 to Borough boundary)	322
	2. Southend Lane	120
Bridge Assessment & Strengthening	1. Brightfield Road (Deck Reconstruction)	750
	2. Vesta Road (subject to outcome of principle inspection report)	1,000
	3. Blackhorse Road (refurbishment)	

		150
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10. Major Schemes / Liveable Neighbourhoods (LN)

- 10.1 In recent years the Council has been successful in attracting Major Scheme funding, with the Sydenham Town Centre scheme, delivered in 2013, followed by the Deptford High Street Scheme, which was awarded funding in 2014. In line with the Healthy Streets Approach set out in the MTS, major schemes have been replaced with the new Liveable Neighbourhoods programme.
- 10.2 The Liveable Neighbourhoods programme aims to implement exemplar Healthy Streets interventions in areas of London where the street environment does not currently make walking, cycling and public transport the obvious choice for getting around. Part of the wider TfL Healthy Streets Approach puts people, not traffic, at the heart of the decision making. The programme is managed by the Borough Projects and Programmes team at TfL, with £85.9m allocated to Liveable Neighbourhoods up to 2021-22, and funding available through a bidding process.
- 10.3 In 2018 the borough was successful in securing £1,547,000 from the Liveable Neighbourhoods programme for the delivery of Deptford Parks LN. The delivery of this scheme is spread over 3 years and is due for completion in 2021.
- 10.4 The borough has met with the Project and Programmes team to discuss the possibility of submitting a bid for a 2nd Liveable Neighbourhoods scheme for the 20/21 funding round. TfL have indicated that a 2nd bid at this stage would likely be unsuccessful due to the borough already having an active LN scheme with delivery of that scheme yet to be fully realised. The suggestion from TfL is to wait till next year (21/22) before submitting a bid as this will align with the proposed completion of the Deptford Liveable Neighbourhood scheme.

11. Legal Implications

- 11.1 The Council's Local Implementation Plan is a statutory document that sets out how the Council proposes to implement the Mayor of London's Transport Strategy. It shows how the proposals cover the necessary policy, effects, projects, programmes implementing mechanisms, planning and activities. Resources assumptions and performance measures are also included.
- 11.2 By virtue of section 159, subsection 1, of the Greater London Authority Act 1999 (as amended) Transport For London (TfL) may give financial assistance to any body in respect of expenditure incurred or to be incurred by that body in

doing anything which in the opinion of Transport for London is conducive to the provision of safe, integrated, efficient and economic transport facilities or services to, from or within Greater London. (subsection1) Financial assistance may be given under this section by way of grant, loan or other payment. (subsection2).The financial assistance that may be given to any London authority under this section includes in particular assistance in respect of any expenditure incurred or to be incurred by the authority in discharging any function of a highway authority or traffic authority. (subsection 3). Pursuant to subsection 4, when In deciding whether to give financial assistance to a London authority under this section, and if so the amount or nature of any such assistance, the matters to which Transport for London may have regard include—

- (a) any financial assistance or financial authorisation previously given to the authority by any body or person, and
- (b) the use made by the authority of such assistance or authorisation.

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

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

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

11.5 The Guidance also set out the conditions TfL imposes on financial assistance, namely the recipient authority is required to:

- Use funding for the purpose for which it was provided, except with prior written approval from TfL
- Comply with the requirements as set out in the Guidance

- 11.6 In circumstances where the recipient breaches the above conditions, TfL may require repayment of any funding already provided and/or withhold provision of further funding. In circumstances where, in TfL's reasonable opinion, funding is being used, or is about to be used in breach of these requirements, TfL may suspend payments or withdraw funding pending satisfactory clarification.
- 11.7 TfL issued the Local Implementation Plan (LIP) 2020/21 Annual Spending Submission Guidance. The Guidance contains advice on recent developments, the latest TfL Business Plan and the setting of requirements for each funding stream.
- 11.8 The detailed proposals for the implementation of measures set out in the body of this report are proposals which the Council in its various capacities, for example as the highway authority for the area, has the necessary powers to implement in due course.

12 Financial Implications

- 12.1 In TfL's "Local Implementation Plan (LIP) 2020/21 Annual Spending Submission Interim Guidance", it has been indicated that based on the existing funding formula, Lewisham will receive :

£1.940M*	Corridors, Neighbourhoods and Supporting Measures
£100K	Local Transport Funding

*pending funding formula review (see section 5.3) In TfL's "Local Implementation Plan

- 12.2 The Corridors, Neighbourhoods and Supporting Measures programme allocation of £1,940k is the provisional funding pending funding formula review following TfL's top-slicing to allow for local transport funding, borough officer training and apprenticeships, and support through sub-regional partnerships. The proposals to submit the expenditure plans set out in this report will ensure full take up of this funding.
- 12.3 The Summary of 'Principal Road Renewal' and Bridge Assessment & Strengthening Funding Bids Recommended for 2020/21 in Table 2 is at this point unallocated. If funding is made available these are the two roads that feature highest on the borough's current road condition survey. The indicative costs have been derived from similar schemes delivered in recent years.
- 12.4 The funding for 'Bridge Assessment and Strengthening' is considered on a pan London basis by the 'London Bridge Engineering Group (LoBEG)' and the allocations for 2020/21 have not yet been notified. The programme spend will be contained within that allocation, once notified.

13. Environmental Implications

- 13.1 The development of the third LIP was subject to a linked process of Strategic Environmental Assessment (SEA). This SEA can be found as Background Document 4. The SEA for the draft LIP3 concluded that:
- 13.2 The objectives of the Lewisham Local Implementation Plan complement the objectives of the Strategic Environmental Assessment. The initial assessment identifies that the delivery of the Local Implementation Plan is likely to have a positive effect on Lewisham’s environment.
- 13.3 It is likely that the cumulative effects of all the policies, schemes and measures implemented through the period of LIP3, will bring about significant positive effects on SEA objectives relating to health, air quality, promoting more sustainable modes of transport, promoting safer communities, improving road safety, and improving accessibility in the Borough.

14 Equalities Implications

- 14.1 An Equalities Impact Assessment was developed alongside the LIP document (2019-2041) and is attached to this report in Background Document 5. On the whole the Draft LIP will have either a positive or neutral effect on the equality groups identified in the report. The Council’s Comprehensive Equality Scheme for 2016-2020 provides an overarching framework and focus for the Council’s work on equalities and helps to ensure compliance with the Equality Act 2010.

15 Crime and Disorder Implications

- 15.1 The Corporate Strategy priority 7 ‘Building Safer Communities’ reminds us that ‘Feeling safe is about more than crime and policing, it’s also about how an area looks and feels...’ Many of the recommended Corridor and Neighbourhood proposals seek help deliver the London Mayor’s ‘Healthy Streets’ objective, creating an environment that is well designed, looks well managed and cared for, thus aiding a sense of security.

16 Background documents

Short Title Document	Date	File Location	Contact Officer
1) Mayors Transport Strategy	17/09/2019	https://www.london.gov.uk/what-we-	Nick Harvey

		do/transport/our-vision-transport/mayors-transport-strategy-2018	
2)Local Implementation Plan 2019-2041	17/09/2019	https://lewisham.gov.uk/myserVICES/roads-and-transport/~//link.aspx?id=9C6C0188FBFA4772A0FDAD8E82069F24&z=z	Nick Harvey
3)Health Neighborhood Map	17/09/2019	https://lewisham.gov.uk/myserVICES/roads-and-transport/our-traffic-reduction-programme-healthy-neighbourhoods	Nick Harvey
4)Environment Impact assessment (LIP)	17/09/2019	http://councilmeetings.lewisham.gov.uk/documents/s62494/Strategic%20Environmental%20Assessment.pdf	Nick Harvey
5)Equalities Impact Assessment (LIP)	17/09/2019	http://councilmeetings.lewisham.gov.uk/documents/s62495/Equalities%20Impact%20Assessment.pdf	Nick Harvey

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