



## Executive Director Housing, Regeneration & Public Realm

### Report title: Update on Deptford Parks Liveable Neighbourhood (DPLN) - construction programme for 2020/21

**Date:** 5 March 2021

**Key decision:** Yes

**Class:** Part 1

**Ward(s) affected:** Evelyn, New Cross

**Contributors:** Head of highways & Transport

### Outline and recommendations

This report provides the background and detail for implementation of the 2020/21 works programme for the Deptford Parks Liveable Neighbourhood (DPLN) project. The primary aim of DPLN is to tackle significant deprivation, severance between communities, poor air quality, and childhood obesity in Deptford by transforming north Deptford into an area where people choose to walk and cycle through a series of healthy street interventions.

The Executive Director for Housing, Regeneration & Public Realm is recommended to:

- Approve the 2020/21 works programme for Deptford Parks Liveable Neighbourhood.
- Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
  - Finalising designs;
  - Undertaking the required public/stakeholder engagement on schemes;
  - Making the necessary traffic orders;
  - Implementing the necessary amendments including, but not limited to, traffic orders, signing/lining, ANPR camera installation, modal filters, relocation/removal of parking, kerbworks, carriageway resurfacing, path widening and resurfacing

## Timeline of engagement and decision-making

The DPLN project has been a bottom-up process involving multiple stakeholders, with on the ground community engagement. Initial community engagement was carried out with the local community via a comprehensive co-design programme in winter 2018. Designs were hence developed and consulted on over the autumn of 2019. The consultation showed, on average, 68% support for the proposals with a further 11% choosing 'don't know'.

The project was included in the Council's Transport Strategy & Local Implementation Plan agreed by Mayor & Cabinet in January 2019.

In 2019/2020 the Prince Street and Scawen Road projects, which form part of the DPLN project, were implemented through Experimental Traffic Orders (ETOs), with engagement undertaken as part of this process.

## 1. Summary

- 1.1. This report provides the background and detail for the implementation of the 2020/21 works programme for the Deptford Parks Liveable Neighbourhood (DPLN) project. The primary aim of DPLN is to tackle significant deprivation, severance between communities, poor air quality, and childhood obesity in Deptford by transforming north Deptford into an area where people choose to walk and cycle through a series of healthy street interventions.

## 2. Recommendations

- 2.1 The Executive Director for Housing, Regeneration & Public Realm is recommended to:
  - Approve the 2020/21 works programme for Deptford Parks Liveable Neighbourhood.
  - Agree to officers using their existing delegated powers, to progress and implement these measures, as necessary, including:
    - Finalising designs;
    - Undertaking the required public/stakeholder engagement on schemes;
    - Making the necessary traffic orders;
    - Implementing the necessary amendments including, but not limited to, traffic orders, signing/lining, ANPR camera installation, modal filters, relocation/removal of parking, kerbworks, carriageway resurfacing, path widening and resurfacing.

## 3. Policy Context

- 3.1. The wider Deptford area within which the DPLN sits has been identified as a key Regeneration and Growth Area in LB Lewisham's Core Strategy (see Background Paper 1). The vision for Lewisham 2026 is for the Deptford and New Cross area to have improved connected street networks, particularly walking and cycling links. By delivering a new route and public realm improvements in the neighbourhood, the project will enable connections to the rest of the borough and London, while taking full advantage of its proximity to the River Thames and local waterways.
- 3.2. The project aligns to the Council's transport policy objectives set out in the Lewisham Transport Strategy & Local Implementation Plan 2019-2041 (LIP3, see Background

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Paper 2) listed below:

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.
- 3.3. The project is closely aligned with each of the Mayors' Transport Strategy outcomes that Liveable Neighbourhoods (LN) will deliver, as described in the following paragraphs.
- 3.4. **Active: London's streets will be healthy and more Londoners will travel actively.** The project will tackle barriers to walking and cycling by reducing severance in the area, linking the Deptford Parks neighbourhood to other parts of the borough and central London. By providing traffic-free alternatives to Grinstead Road, Evelyn Street and other busy roads, people will be encouraged to leave the car behind for more of their journeys. By closing Scawen Road and Rolt street walking and cycling will be the most convenient form of transport in the LN area. Healthy routes to schools (Deptford Park and Sir Francis Drake primaries and Deptford Green Secondary) have been identified and proposed interventions will be implemented to enable a healthy school run. The upgrade of Woodpecker Walk will also help encourage journeys by active travel.
- 3.5. **Safe: London's transport system will be safe and secure.** Road danger is currently a major deterrent for walking and cycling in the Deptford Parks neighbourhood. Evelyn Street, which pedestrians and cyclists need to cross in order to move north/south of Deptford, has high traffic volumes, speeds, collisions, air pollution. The project will:
1. Create a safe alternative to this busy road and reduce the number of Killed or Seriously Injured casualties (KSIs), where there have been 96 casualties over the past 36 months to December 2016, along the length of Evelyn Street in the project area.
  2. Reduce rat-running on local roads, particularly on routes to schools and green spaces (Deptford Park, Folkestone Gardens, Surrey Canal Linear Park), making streets safer and more inviting for people to use for walking, cycling, relaxing and socialising. Safer pedestrian environment through new Copenhagen crossings at strategic locations.
- 3.6. **Efficient: London's streets will be used more efficiently and have less traffic.** Safe and accessible walking and cycling routes will encourage people to leave their cars at home, reducing congestion and motor traffic dominance. The DPLN area has the highest amount of car use in LB Lewisham with approx. 20,000 daily trips made per/day (p12 – 2017 Lewisham Cycling Strategy). The Rolt Street and Scawen Road schemes will remove traffic.
- 3.7. **Green: London's streets will be clean and green.** New routes will connect people to parks and green spaces in the neighbourhood. The scheme will improve the quality of the public realm, and improve its resilience by ensuring interventions cater for the projected increase in the number of cyclists and pedestrians. Less motor vehicle traffic and more active travel will reduce air pollution, making the neighbourhood a more attractive place to walk and cycle.
- 3.8. **Connected: More people will travel on an expanded public transport network.** The Deptford Parks neighbourhood will be well connected to existing and planned public transport provisions - the Surrey Canal Overground Station, the Bakerloo Line extension to Lewisham via New Cross and the proposed Thames Crossing between

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Rotherhithe and Canary Wharf. Improved access to bus stops through better crossings, and safer, more attractive street environment for pedestrians.

## 4. Background

- 4.1. The Deptford Parks Liveable Neighbourhood Programme is a GLA and TfL funded project. It was originally conceived in 2017 and preliminary design and consultation has been completed.
- 4.2. The borough has also implemented a number of minor works which didn't require further consultation or significant design work, most of which were funded through the DPLN programme, with the exception of the bike hangars.
  - a) Copenhagen crossings installed at four locations
  - b) School Street outside Francis Drake School on Scawen Road using an ETO
  - c) Prince Street closure using an Experimental Traffic Order (ETO) to open up space for walking and cycling on a previously busy rat run with illegal on pavement parking
  - d) 20 bike hangars (separately funded)
  - e) Deptford Parks Art Trail (to be installed in March 2021)
- 4.3. Funding for the 2021/21 programme of works for DPLN is provided from Transport for London (TfL) through a £400,000 allocation from the Liveable Neighbourhoods Fund plus £50,000 from the Local Implementation Plan 2020/21 allocation (see Background Paper 1). Notification from TfL of this funding was not received until November 2020, around 9 months later than normal, which was due to a temporary switch in focus from LIP-funded programmes to the London Streetspace Programme.
- 4.4. Confirmation of TfL funding for 2021/22 is subject to approval from the Department for Transport. However, TfL has indicated that it expects to return to pre-COVID levels of LIP allocation.

## 5. Proposals for 2020/21

- 5.1. It is proposed to spend the £450k available for the 2020/21 financial year on the following elements:
  - a. Woodpecker Road
  - b. Rolt Street enabling works:
  - c. Scawen Road and Prince Street:
- 5.2. These three elements have been prioritised as they are deliverable within this financial year, are core elements of the programme and all had at least 65% support at consultation.
- 5.3. Woodpecker Road is within the most deprived area of the project and also serves as a strategic walking and cycling corridor, which is narrow and in poor condition. The full scheme would involve upgraded path surfacing, lighting, greening and landscaping. Public consultation in November/December 2019 on the full scheme revealed 69% in support versus 18% don't know, 10% no response, and 4% not in support.
- 5.4. To maximise benefit of available funding in 2020/21 and enable future works to complete the full scheme for Woodpecker Walk it is proposed to:
  1. Resurface the path to address the current poor condition;
  2. Lay an additional high quality top surface to upgrade the path quality at focal points such as around the youth centre and shops.

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These works would reinforce the benefits of the Deptford Parks Art Trail scheduled for installation in March 2021 and the proposed improvements to Rolt Street.

- 5.5. Rolt Street is the flagship element of the DPLN. Public consultation in November/December 2019 considered options. An option to make movement westbound only except cycles and ban HGV through traffic and remove the one-way plug at Childers Street to maintain access to business premises revealed 62% in support versus 19% don't know, 11% not in support and 8% no response. An option to fully pedestrianise Rolt Street between the café and the eastern end of Folkstone Gardens revealed 65% in support versus 19% don't know, 10% no response and 6% not in support.
- 5.6. For the full scheme the preferred option is full pedestrianisation of Rolt Street, including wider footways and a two-way cycle path also serving as emergency service access, plus removal of the one way plug at Childers Street to maintain access to business premises. In addition the full scheme envisages landscaping to blend Rolt Street into the park and provide new benches, tree planting, cycle stands and enhanced street lighting.
- 5.7. To maximise benefit of available funding in 2020/21 and enable future works to complete the full scheme for Rolt Street, this year it is proposed to focus on the following interventions:
  1. Implement traffic order to remove through traffic from Rolt Street, to be enforced by ANPR cameras while maintaining emergency service access;
  2. implement full time waiting restrictions on Rolt Street between the café and the MOT centre;
  3. undertake limited temporary kerbworks on Rolt Street to support the removal of through traffic;
  4. remove the one-way plug at Childers Street to maintain access to business premises; and
  5. address the current poor condition of the carriageway in this section by resurfacing.
- 5.8. An ETO to close Scawen Road and Prince Street, was implemented in August 2019. Prior to this, Scawen Road used to experience high levels of traffic (5% HGV) and collision risks at its junction with Kezia Street. Prince Street also experienced high levels of traffic and illegal on-pavement parking.
- 5.9. The full scheme proposes closing Scawen Road and installing a Toucan crossing at the junction of Grinstead Road, and the creation of a school street and pocket park on Scawen Road outside Sir Francis Drake Primary School. Public consultation on the full scheme for Scawen Road in November/December 2019 revealed 64% in support versus 14% not in support, 13% don't know and 8% no response. Public consultation on the closure of Prince Street at the same time revealed 85% in support versus 10% no response and 5% not in support.
- 5.10. To maximise benefit of available funding in 2020/21 and enable future works to complete the full scheme for Scawen Road, a review is being undertaken of any responses received to the ETO since its implementation. If there are found to be no material objections to the traffic orders, steps will be taken to create permanent traffic orders at these sites. If material objections are received, and these cannot be overcome through adjustments to the scheme, the scheme will be removed.
- 5.11. Ward Members from Evelyn and New Cross wards were engaged in January 2021. Comments were received from one Ward Member, which are detailed below along with the officer response:

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<b>Ward Member Comment</b>	<b>Officer Response</b>
Express strong support for Woodpecker Walk proposals;	Noted
Note risk of opposition from residents to removal of parking on Rolt Street;	Noted
Ask if the expected changes at junction of Rolt Street with Childers Street include measures to address the collision risks at the junction, including advance warning signs of the changed layout;	The proposed removal of the one-way filter at the junction will not have an impact as the traffic flows are going to be significantly reduced with Rolt Street being closed, so flows will reduce and this is expected to reduce collision risk. There are 3 recorded collisions at the junction, with one of those being fatal. From the information provided though the fatal was unrelated to road layout or traffic conditions. The other 2 incidents were slight.
Ask what level of support there is for maintaining the existing Folkstone Gardens shared path as it is and if there is support for options to improve user comfort and reduce close interactions between pedestrians and cyclists, including prohibiting cycling;	The path running through the park does not fall within the scope of the scheme. In front of Folkstone Gardens Rolt Street is being closed which will benefit cyclists .  During the engagement and consultation this was not an issue that was raised in any significance. Folkestone Gardens currently forms part of Quietway 1 and this would have to be rerouted if cycling were prohibited.
Ask if the latest design informed by feedback which the head of Sir Francis Drake School is understood to have provided to LBL in October 2020; and	Officers will contact the school to ensure the most recent feedback from the school has been received.
Noting new housing planned at nearby Neptune Wharf and Ayanah, ask what consideration has been given in the project to changing the existing uncontrolled crossing of Grinstead Road c.10m north of Scawen Road with either a priority or controlled crossing, and to installing a priority or controlled crossing near the junction of Grinstead Road with Evelyn Street.	Officers are considering a Toucan Crossing facility at the end of Scawen Road which will be part of the development of Neptune Wharf.

## 6. Financial implications

- 6.1. This report is seeking approval to approve and implement the 2020/21 works programme for Deptford Parks Liveable Neighbourhood at a cost of £450k.
- 6.2. TfL announced in mid-November that £400k would be made available for 2020/21

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from the Liveable Neighbourhoods Fund, and a further £50k was allocated through Local Implementation Plan funding.

- 6.3. The proposals in this report all relate to 2020/21 and costs are to be contained within available funding. There will be no call on Council's resources to fund this project.

## 7. Legal implications

- 7.1. The Council has various powers to make alterations and improvements to its highways. In addition Section 39 of the Road Traffic Act 1988 requires the Council to prepare and implement a programme of measures to improve road safety, and includes the power to engineer roads to make them safer
- 7.2. Depending on the location, some of the works proposed may require that a Traffic Management Order is made. The Road Traffic Regulation Act 1984 (RTRA) sets out the legal framework for traffic management orders. The procedures for making permanent and experimental traffic management orders and the form that they should take are set out within the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and they, prescribe inter alia, specific publication, consultation and notification requirements that must be followed. The results of any traffic order process are to be reported separately through the existing delegated approval process and the Council is legally obliged to take account of any representations made during the statutory consultation period before deciding whether or not to make the TMO
- 7.3. Section 75 of the Highways Act 1980 authorises a highway authority to vary the relative widths of the carriageway and of any footway in a public highway. This includes the power to widen a footway within the existing boundary of the road. No procedure and in particular no consultation is prescribed for the use of section 75. This power will authorise any proposed amendments to footway widths required as part of the project.
- 7.3 .
- 7.4 Section 122 of the Act imposes a duty on the Council to exercise the functions conferred on them by the RTRA as (so far as practicable having regard to the matters specified in S122 (2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'.
- 7.5 The matters set out in S122(2) are:-
- a) the desirability of securing and maintaining reasonable access to premises;
  - b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
  - c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
  - d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - e) any other matters appearing to the local authority to be relevant.
- 7.6 The Traffic Management Act 2004 (TMA) is the primary legislation for the management of parking in England. It reinforces the legal duty under the RTRA to ensure the expeditious movement of traffic. Part 6 of the TMA affects parking and is accompanied

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by statutory and operational guidance documents. Councils are legally obliged to 'have regard to' the former, while the latter sets out the principles underlying good parking management and recommends how this can be achieved.

7.7 The main principles advocated in the TMA statutory guidance are:

- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty
- improving road safety
- improving the local environment
- improving the quality and accessibility of public transport
- meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car
- managing and reconciling the competing demands for kerb space.

7.4. The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

7.5. In summary, the Council must, in the exercise of its function, have due regard to the need to:

- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- b) advance equality of opportunity between people who share a protected characteristic and those who do not;
- c) foster good relations between people who share a protected characteristic and persons who do not share it.

7.6. The duty continues to be a "have regard duty", and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

7.7. The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled "Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice". The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at: <https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>.

7.8. The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

1. The essential guide to the public sector equality duty
2. Meeting the equality duty in policy and decision-making

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3. Engagement and the equality duty
  4. Equality objectives and the equality duty
  5. Equality information and the equality duty
- 7.9. The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>.

## 8. Equalities implications

- 8.1. All staff are trained to meet their responsibilities as outlined in the Equality Act 2010.
- 8.2. Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council must, in the exercise of its functions, have due regard to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.3. The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.4. The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality
- 8.5. A full Equalities Analysis Assessment (EAA) was undertaken as part of the Council’s Transport Strategy and Local Implementation Plan 2019-2041 (see Background Paper 3). The proposals for traffic reduction modal filtering and improvements to cycleways set out in this report align with the objectives set out in LIP3.
- 8.6. 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.
- 8.7. Table 1 provides an overall assessment of the current proposals as a whole. The analysis that follows then considers in more detail the protected characteristics where it is considered that there is an impact, and the reasons for this.

Protected Characteristic	Overall Assessed Impact of Proposals
Age	Minor positive
Disability	Neutral
Gender reassignment	N/A
Marriage and civil partnership	N/A
Pregnancy and Maternity	Minor positive
Race	Minor positive
Religion or Belief	N/A

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Protected Characteristic	Overall Assessed Impact of Proposals
Sex	Minor positive
Sexual Orientation	N/A

Table 1 – Overall assessment of proposals

- 8.8. Both the proposed resurfacing of Woodpecker Walk, and the reduction of traffic and kerbside activity in Rolt Street and Scawen Road, has a minor positive impact by making walking and cycling safer and more comfortable to encourage more walking and cycling, improving natural surveillance and address unequal feeling of safety and risk to personal security while walking or cycling experienced by people due to age, race, disability or sex. The positive impact on disabled people of the above is offset by minor negative impact due to reduction of public kerbside parking. Cleaner air due due traffic reduction and HGV control positively impacts on hazards faced by people arising from pregnancy, maternity and age.

## 9. Climate change and environmental implications

- 9.1. There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part. Encouraging more journeys to be made by walking and cycling rather than private transport will help to protect against a car based recovery from the COVID-19 pandemic, and the negative impacts associated with vehicular traffic. Keeping traffic and congestion to a minimum will help maintain the improved air quality that has been experienced under lockdown conditions. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan (see Background Paper 5) and Climate Action Plan.

## 10. Crime and disorder implications

- 10.1. Crime and disorder in the Evelyn Ward area of Lewisham is higher than the national average for theft/robberies but has seen a moderate decline in the past three years up to September 2016.
- 10.2. The following areas in the DPLN area have seen significant acts of theft/robbery/violence/anti-social behaviour recorded over a three year period from police records and GIS data heat maps. Improving the street environment it is hoped will have a positive impact through increased footfall and natural surveillance. The further improvements planned next year, subject to funding, should build on this:
- Woodpecker Walk (higher than national average for recorded thefts/robberies in three year period)
  - Fordham Park
  - Grinstead Road
  - Kezia Street
  - Rolt Street
  - Etta Street

## 11. Health and wellbeing implications

- 11.1 Surfacing upgrades proposed throughout Woodpecker Walk would lead to more pedestrians from all walks of life using the route and more people choosing to walk and cycle. Rolt Street and Scawen Road measures to remove traffic and parking would lead to cleaner air, more people feeling safe and relaxed and more pedestrians from all walks of life using the street and more people choosing to walk, cycle and use public transport, including school children travelling from the new developments north of the A200. This work would also build on the benefits of the Copenhagen crossings already

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installed and would also underpin health and wellbeing outcomes for future work phases of the Rolt Street and Scawen Road improvements.

## 12. Background papers

1. Core Strategy <https://lewisham.gov.uk/myservices/planning/policy/adopted-local-plan/core-strategy>
2. Transport Strategy and Local Implementation Plan 2019-2041 (LIP3) <https://lewisham.gov.uk/inmyarea/regeneration/transport-and-major-infrastructure/local-implementation-plan>
3. Lewisham Transport Strategy and Local Implementation Plan 2019-2041 (LIP3) Equalities Impact Assessment (EqIA) <https://councilmeetings.lewisham.gov.uk/documents/s62495/Equalities%20Impact%20Assessment.pdf>
4. Corporate Strategy 2018-2022 <http://councilmeetings.lewisham.gov.uk/documents/s61022/Draft%20Corporate%20Strategy%202018-2022.pdf>
5. Lewisham Air Quality Action Plan (2016-2021) <https://www.lewisham.gov.uk/myservices/environment/air-pollution/Documents/LewishamAirQualityActionPlanDec2016.pdf>

## 13. Glossary

13.1. The table below includes a glossary of terms, abbreviations and acronyms used in this report

Term	Definition
COVID-19	Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus
ETO	An Experimental Traffic Management Order is a legal order made by a Local Authority which manages the behaviour of all road user where consultation is carried out after the order becomes live, with the restrictions already in place. This type of order may be in place for up to 18 months.
Modal filter	a road closure that stops motor vehicles, but which still allows pedestrians and cyclists (including electric cargo cycles) and powered two wheelers through
School street	Streets or parts of streets that are closed to vehicular traffic for part of the day at school pick up and drop off, while schools are open
TMO	A Traffic Management Order (TMO) is a legal order made by a Local Authority which manages the behaviour of all road users and which is consulted on prior to restriction being made live
TfL	Transport for London

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#### **14. Report author and contact**

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#### **15. I approve the recommendations in this report**

**Signed:**



**Kevin Sheehan**

**Executive Director for Housing, Regeneration and Public Realm**

**8<sup>th</sup> March 2021**

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