



Local Development Framework Issues and Options Paper

TRANSPORT & PARKING



London Borough of Lewisham
Planning Policy September 2005

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INTRODUCTION

This discussion paper relates to the preparation by the London Borough of Lewisham (the Council) of the Spatial (Core) Strategy and the Development Policies & Site Allocations Development Plan Documents in the Local Development Framework (LDF). More information about the Lewisham LDF can be found in the summary leaflet 'A Guide to the New Planning System' available free from the Council's Planning Service. This paper has been prepared to present issues and possible options associated with transport and parking. More specifically, this paper will explore in detail the following four issues:

- Location and accessibility of sustainable transport options
- Traffic management and road safety
- Parking control
- Promotion of Public Transport Improvements

WHAT IS THE ROLE OF THE COMMUNITY AND STAKEHOLDERS?

A series of other Issues & Options Papers have been prepared covering a wide range of matters which need to be reviewed by the Council. These are all available from the Council's planning Service details given at the end of this paper. All are the subject of extensive consultation. In preparing this and other Issues & Options Papers, the Council is looking to the community and stakeholders to tell us the following: -

- What you think of the options presented;
- What improvements could be made to the options;
- What option(s) are your preferred options that you want the Council to take forward;
- Any options we haven't considered that you would like us to consider before identifying a preferred option(s).

In thinking about the options presented, it must be remembered that the preferred option may not be a single discreet option presented below, but rather may be a combination of a range of options taking the best parts of each.

THE EVIDENCE BASE

A great amount of information relating to transport is set out in the Council's draft Local Implementation Plan for Transport (2005). Some data is included at annex 1 of this document.

TRANSPORT ISSUES AND OPTIONS

1 LOCATION AND ACCESSIBILITY

1.1 WHAT IS THE ISSUE?

This issue relates to the location of all forms of development and the traffic and people movement associated with that development. In line with government guidance an important sustainability objective of the emerging LDF is to locate the facilities people need: jobs, schools, housing, shopping, entertainment, etc in places which reduce the need to travel particularly by private car.

1.2 WHAT DO OTHER PLANS AND PROGRAMMES SAY ABOUT THE ISSUE?

1.2.1 Planning Policy Guidance 13 (PPG13) – Transport

PPG 13 seeks to promote more sustainable transport choices, accessibility to jobs, shops and services as well as reducing the need to travel. To deliver this objective the guidance discusses the need to:

- actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of traffic demand in city, town and district centre and near to major public transport interchanges;
- plan for intensity of development for both housing and other uses at location which are highly accessible by public transport, walking and cycling; and
- the needs of disabled people are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments.

1.2.2 The London Plan

The London Plan encourages the integration of transport and development by encouraging patterns and forms of development that reduce the need to travel and by supporting high trip generating development only at locations with high public transport accessibility and capacity (Policy 3C.1).

With regard to freight, the London Plan encourages improved integration between modes and seeks local developments that generate high levels of freight movement to be located close to major transport routes.

1.2.3 Transport 2010: Meeting the Local Transport Challenge

The Strategy aims to increase bus passenger journeys by 10%, at least double the number of light rail passenger journeys and treble the number of cycle journeys by 2010.

1.2.4 The Unitary Development Plan (UDP)

The UDP considers the location of development (Policy TRN 1) to ensure that development proposals which generate a large volume of traffic/people movement must be located close to good public transport. Public transport access including access to employment and shopping areas is discussed in Policies TRN 4, 6 and 9. The cycle and walking section (Policies TRN 14-17) refers to the location of convenient cycle/walking routes with good linkages to public transport, schools and town centres.

1.2.5 Lewisham Community Strategy

Action Plan 6 of the Strategy discusses the need to ensure Lewisham has the transport infrastructure to underpin its social, economic and environmental ambitions. One of the key progress targets aims to increase the number of journeys made by walking and cycling.

1.2.6 Draft Local Implementation Plan (LIP) 2005

The Local Implementation Plan is a statutory plan to implement the London Mayor's transport Strategy. The Consultation Draft LIP (May 2005) is the Council's current transport implementation plan. The consultation Draft LIP discusses the need to work with and support the wider policies and actions established through a wide variety of plans including the London Plan; Lewisham UDP and the Lewisham Community Strategy. The actions set out in the consultation LIP are therefore supportive of implementing a sustainable transport strategy particularly with regard to location of new development.

1.3 OPTIONS FOR ADDRESSING THE ISSUE

Option TR 1	Allow higher density development only in places where good public transport is available and restrict development in places with poor public transport.
Derived From	This option is derived from, and consistent with PPG 13, the London Plan, and the UDP.
Discussion	This option would encourage developers to locate significant development close to existing public transport routes particularly in and around town centres. Locating key services close to sustainable transport routes will increase levels of accessibility and reduce the need to travel, particularly by car. Current Public Transport Accessibility Levels (PTALs) as mapped by Transport for London (TfL) would be used to guide decisions on location in relation to this policy.

Questions	Do you support this option or would you like to suggest an alternative? Do you support the use of PTAL maps to guide development density or would you prefer some other criteria, such as walking distance from a station?

Option TR2	Require transport assessment/travel impact statements for all new developments.
Derived From	PPG 13. London Plan & UDP
Discussion	This option would go beyond current guidance in requiring a travel impact statement from all development not just major development or those likely to generate significant travel movements. However, it would make sure that the travel implications of all development were properly considered as part of the development control process.
Option TR3	Set thresholds for development that will be required to submit travel impact statements.
Discussion	This option would require any development proposals with what would be defined as 'significant' transport implications to submit a transport assessment/impact statement to ensure that current and future transport needs are identified.
Questions	Which option do you prefer? Should the thresholds be based on such things as gross floor space or number of residential units. For example, all development over 1000 square meters or 15+ residential units? Can you suggest another way to deal with this issue?
Option TR4	Require green travel plan for large scale developments or developments which will generate a 'significant' amount of movement.
Derived from	PPG 13; London Plan and UDP
Discussion	A 'green travel plan' is a plan by which organisations manage the travel needs of their staff. The aim is to reduce car use and encourage more sustainable travel to work journeys. This option would require applicants for planning permission to draw up such a plan and have it agreed by the council as part of the planning permission for the development.
Questions	Do you support this option? Should the Council seek to require GTPs or merely encourage them? Can you suggest a threshold for qualifying planning applications, for example, based on size of development in square meters or number of people employed? Can you suggest another way to deal with this issue?
Option TR5	Require developers to contribute to public transport infrastructure where deficiencies are identified.
Option TR6	Require developers only to meet the immediate transport improvements related to their development.
Derived from	PPG 13; London Plan and UDP
Discussion	With option TR5 if deficiencies are identified in the current public transport network where a developer is proposing new development, it may be appropriate to require the developer to contribute to new transport infrastructure. Consideration should be given to improvements for disability access as well as safety and pedestrian and cycling infrastructure. With option TR6 only the individual development is considered and not the cumulative effects of new development.
Questions	Which option do you prefer? Do you have an alternative option?

2 TRAFFIC MANAGEMENT AND ROAD SAFETY

2.1 WHAT IS THE ISSUE?

Traffic management should aim to reduce congestion within the borough, establish clear priorities for sustainable transport options and encourage more sustainable transport choices. Allocation of street space should reflect the priority given to more sustainable forms of transport.

By effectively managing traffic and reducing congestion we can reduce the number of vehicles on the road which will improve the quality of our neighbourhoods and town centres and make a safer and healthier environment for everyone.

Traffic management is not just about managing traffic flow; it should recognise that people movement is important and should be given priority over the car. However, it is prudent to note that from 2001-2011, the Mayor of London aims to reduce weekday traffic by 15% in central London and achieve zero growth across the rest of inner London.

2.2 WHAT DO OTHER PLANS AND PROGRAMMES SAY ABOUT THE ISSUE?

2.2.1 Planning Policy Guidance 13 (PPG13) – Transport

PPG 13 recognises that priority should be given to people over ease of traffic movement and that traffic management should be undertaken in a way which complements the wider planning and transport objectives; including reducing noise, air pollution and traffic accidents, promoting safe walking, cycling and public transport, and helping to reduce congestion pressures.

The guidance also highlights that the Government has placed emphasis on the people being able to travel safely on their chosen mode of transport. It is recognised that the planning system has a substantial influence on the safety of pedestrians, cyclists and the occupants of vehicles through the design and layout of footpaths and cycleways. It is seen that planning can also influence road safety through its control of new development.

2.2.2 The London Plan

The London Plan discusses the need to reduce congestion and make better use of London's streets through road scheme proposals, allocation of street space and local area transport treatments (Policies 3C.15-18). Policy 3C.15 also considers how road scheme proposal should improve safety standards for all users.

From 2001-2011, the Mayor aims to reduce weekday traffic by 15% in central London and achieve zero growth across the rest of inner London.

2.2.3 Transport 2010: Meeting the Local Transport Challenge

The Strategy aims to reduce the number of people killed or seriously injured in Great Britain in road accidents by 40% and the number of children killed or seriously injured by 50% (compared with the 1994-98 average). Further, the Strategy aims to halt the deterioration in local road condition by 2004 and eliminate the backlog by 2010.

2.2.4 The Unitary Development Plan (UDP)

Traffic management and traffic calming measures are specifically discussed in the traffic management Policy TRN 21 whilst the use of a road hierarchy for traffic management purposes is outlined in Policy TRN 18. Policy TRN 20 seeks to improve road safety and the scope for developers to make financial contributions to improvement measures

2.2.5 Lewisham Community Strategy

Action Plan 6 of the Strategy discusses the need to ensure Lewisham has the transport infrastructure to underpin its social, economic and environmental ambitions. The Strategy recognises that the 'Public Sector Agreements' identifies the need to "reduce road congestion below current levels by 2010 by promoting integrated transport solutions and investing in public transport and the road network".

2.2.6 Interim Local Implementation Plan (LIP)

The Draft consultation LIP is the Council's current transport implementation plan. The LIP discusses a great number of proposed actions in relation to traffic management proposals for town centres and area schemes. In addition the draft LIP sets out a road safety plan for the borough.

2.3 OPTIONS FOR ADDRESSING THE ISSUE

Option TR7	Manage and distribute traffic in accordance with the road hierarchy established in the Unitary Development Plan.
Derived from	PPG 13, the London Plan, the UDP, and the Lewisham Community Strategy.
Discussion	The current road hierarchy is defined in the UDP. It consists of Strategic Roads; London Distributor Roads; Local Distributor Roads and Local Access Roads. Defining a road hierarchy allows measures to be devised and taken which attempt to channel traffic onto the roads in the borough most suitable to take them.
Questions	Do you support this option? Do you think the road hierarchy is too rigid for managing traffic problems? Do you have an alternative?
Option TR8	Introduce engineering, education and enforcement measures to improve road safety.
Derived from	Local Transport Implementation Plan
Discussion	The council produces a road safety plan as part of its Local Transport Implementation Plan (LTIP). Engineering solutions include traffic calming; 20 MPH Zones; specific solutions for accident spots and the use of parking controls. Education measures include pre school and school aged programmes for road safety education. Enforcement of most traffic offences is the responsibility of the police. The town planning measures directly relating to road safety are mostly related to the design of buildings and the design of related traffic, people and cyclist movements. This option will ensure that road safety is considered as part of all relevant planning applications and complement the other measures outlined in the LTIP.
Questions	Do you support this option? Can you suggest an alternative option?

3 PARKING CONTROL

3.1 WHAT IS THE ISSUE?

Parking control performs an important role in influencing people's behaviour and travel patterns. National and Regional guidance strongly urges local authorities to restrict the amount of parking in both residential and commercial areas and avoid the over provision of parking to encourage people to choose more sustainable modes of transport which contributes to a healthier more pleasant environment. However, it is important for the Council to recognise and balance the needs of the community against environmentally sustainable objectives to ensure accessibility and social inclusion.

Local authorities are encouraged to seek alternative methods of parking control in order to restrict the amount of parking. The Council will need to investigate alternative parking control measures (such as shared car parking, car-free residential development and 'Home Zones') as a means to contributing to sustainable transport options.

3.2 WHAT DO OTHER PLANS AND PROGRAMMES SAY ABOUT THE ISSUE?

3.2.1 Planning Policy Guidance 13 (PPG13) – Transport

PPG 13 seeks to promote more sustainable transport choices, accessibility to jobs, shops and services as well as reducing the need to travel. To deliver this objective, the guidance recognises that parking policies can be used to promote sustainable transport choices and reduce the reliance on the car for work and other journeys.

In developing and implementing policies on parking the guidance advises local authorities should: not require developers to provide more spaces than they wish, encourage the shared use of parking, avoid creating disincentives for developers to locate away from town centres, require

developers to provide designated disabled parking spaces and require convenient safe and secure cycle parking.

3.2.2 The London Plan

The London Plan encourages parking at new developments to be the minimum necessary, with no overprovision that could undermine the use of more sustainable non-car modes of transport. It further encourages the adoption of parking standards as set out in Annex 4 of the London Plan whilst having regard to local conditions (Policies 3C.22 and 3C.23).

3.2.3 The Unitary Development Plan (UDP)

The Parking Control section includes policies on car free residential development, off-street parking for residential conversion, controlled parking zones, car parking standards, and dual use of private car parks, and motorcycle parking. The parking standards for retail and residential land uses will need to be re-evaluated as they differ from the parking standards in Annex 4 to the London Plan.

3.2.4 Draft Local Implementation Plan (LIP)

The Draft consultation LIP sets out a Parking and Enforcement Plan for the borough. This sets out details of the operational policies including details about proposed controlled parking zones and the enforcement plan which sets out how the council propose to enforce its parking policy.

3.3 OPTIONS FOR ADDRESSING THE ISSUE

Option TR9	Continue to use the UDP Car parking standards for new development proposals.
Option TR10	Adopt the London Plan standards for car parking
Option TR 11	Introduce some other car parking standards
Derived from	PPG 13; the London Plan and UDP
Discussion	<p>Option TR9 continues the approach in the UDP. Car parking standards are maximum provision and are based on the amount of gross floorspace in the development or the number of bedrooms for residential standards. Only a limited range of land uses are set out –residential, retail and business uses – others are to be considered on their individual merits.</p> <p>Option TR 10 would involve adopting the London Plan parking standards as set out in Annex 4. The London Plan standards are based on a general density and location matrix using public transport accessibility level maps. The London plan offers guidance on more land uses than the UDP and on some land uses is more restrictive in recommended provision.</p> <p>Option TR 11 could involve standards based on national guidance or locally derived taking into account various local circumstances including the requirements of commercial operators.</p> <p>There is a view that very restrictive parking provision can depress economic performance, contribute to illegal parking or parking in undesirable areas or displace vehicles to neighbouring areas with less restrictive parking standards. On the other hand traffic congestion, pollution and accidents can be reduced by restricting parking provision.</p>
Questions	<p>Which option do you prefer?</p> <p>Do you support the link between public transport provision and car parking provision?</p> <p>Do you think retail and town centres can only flourish if adequate car parking is provided?</p> <p>Is there a case for less restrictive car parking to assist regeneration areas?</p> <p>Should business have separate operational parking standards?</p>
Option TR12	Require specific cycle provision as part of all developments.
Option TR13	Negotiate cycle provision on an individual basis
Derived from	London Plan and UDP
Discussion	The current UDP sets out cycle parking standards for a range of land uses. The advantage of this approach is that it provides clear guidance for all developers and all are treated on the same basis. However, this may lead to a rigid application of provision that is not always useful or needed. Some flexibility could be achieved by negotiating on individual cases.
Questions	Which option do you support?

	Can you recommend an alternative option?
Option TR14	Promote car-free residential development in areas with excellent public transport facilities.
Option TR15	Insist on some minimum parking provision in relation to all residential development.
Derived from	London Plan and UDP
Discussion	Option TR 14 seeks to reduce congestion and encourage the use of more sustainable forms of transport. Fewer cars parked will enhance the general amenity of the area and makes space for more dwellings or amenity open space. However, controls must be in place to ensure that residents don't park on street near the car free development. This can be achieved by controlled parking zones which do not allow new residents to have on street parking permits. Option TR 15 is precautionary and assumes that residents will use cars and hence require some parking space so as to avoid displacement onto nearby streets.
Questions	Which option do you support? Should a threshold of residential development be set above which some provision would be required, for example 5+ dwellings?
Option TR16	Extend the provision of controlled parking zones (CPZs)
Option TR 17	Require Developers to contribute towards the implementation of CPZs
Derived from	Local Transport Implementation Plan
Discussion	The Local Transport Implementation Plan sets out the Council's parking plan. This document sets out the criterion for selecting and consulting on any proposed CPZ. These areas are designated under the highways acts not town planning legislation. However, their implementation links with planning objectives. Where developments contribute to on street car parking the Council may require a financial contribution towards the cost of introducing any new CPZ.
Questions	Do you support TR 17? Can you suggest any other ways of dealing with CPZs through the town planning system?

4 PROMOTION OF PUBLIC TRANSPORT IMPROVEMENTS

4.1 WHAT IS THE ISSUE?

In general the Council will support and promote public transport improvements that are of benefit to local residents. However, there is also a need to protect essential transport infrastructure without which the transport system would not function. An example would be the need for bus garages in the right locations to ensure the effective working of the bus transport system. The Council also promotes and supports new public transport provision and improvements of existing facilities. The provision of new rail, tram and bus routes are the responsibility of other public and private bodies such as central government, the Mayor of London and the various rail and track organisations. Nevertheless the Council believes it is important to state publicly that it supports certain new rail and tram proposals.

4.2 OPTIONS FOR ADDRESSING THE ISSUE

Option TR18	The Council will encourage the safeguarding of transport facilities through avoiding inappropriate development
Derived from	UDP and London Plan
Discussion	Planning policy can have a role in safeguarding transport facilities from inappropriate redevelopment. These policies cannot prevent the closure of facilities but they can limit the alternative uses that the land or buildings are used for. This option would use the planning system to protect essential land and buildings from a change of use if they are still required and no proposals are put forward for equal or better replacement facilities.
Questions	Do you agree with this direction?

	Can you think of other ways Council could safeguard transport facilities?
Option TR19	The Council will support and promote public transport improvements
Option TR20	The Council will support rail and other transit improvement schemes that benefit local residents, subject to acceptable environmental impacts, in particular; <ul style="list-style-type: none"> • East London Line Extension Phase 2 • Extension of DLR from Lewisham to Catford • DLR 3 Car Capacity Enhancement • Extension of the Croydon Tramlink to Lewisham • Extension of the Greenwich Waterfront Transect to Canada Water • Orbital Rail Route Improvements
Derived from	The UDP specifically supports a number of proposed rail improvement schemes, although not all those mentioned in TR20.
Discussion	Option 18 presents a more general intention to promote public transport improvements and includes the implementation of the London Bus Priority Network, accessibility improvements at bus stops, promoting new bus service links such as between Blackheath and Greenwich and public transport improvements to new developments. Option 20 provides support for specific projects which the Council would either like to see implemented or would encourage more detailed feasibility study to determine their cost and benefit. The London plan sets out the major transport schemes and developments that the Mayor supports. Some of the proposals set out in TR 20 are not included in the current 10 year plan for transport improvements. However, the council considers early promotion of transport improvements to be worthwhile while acknowledging that the money and authority to implement these schemes does not lie with the Council.
Questions	Do you support these options? How else could policy reflect an intension to support public transport improvements?

Note: In addition to the above, the local development framework will be required to provide policy guidance on the following:

- Safeguarding routes for agreed transport infrastructure
- Safeguarding of protected wharves for freight use

As these proposals are the responsibility of other organisations, the council is only required to reflect the appropriate land use policies in the LDF. Options are therefore not considered appropriate.

5 CONCLUSIONS

- 5.1 Transport is generally only a means to an end, that is to gain access to places, services, people, goods and such like. However, how this is achieved has social, economic, environmental and health implications. Many organisations are involved in providing for transport and parking in London and the borough is only one of these. The issues and options presented here relate to the town planning aspects of transport. The Mayor of London's transport strategy and the local Implementation plan set out a great deal of detail related to this topic.
- 5.2 This paper has identified four broad issues and a number of possible options for dealing with them. These are: Location and accessibility; traffic management and road safety; parking control and promotion and protection of public transport infrastructure.
- 5.3 A series of other Issues & Options Papers have been prepared covering a wide range of matters which need to be reviewed by the Council. All are the subject of extensive consultation. The Council is seeking your comments and/or views on the issues and options set out in this discussion paper in order to ensure that all feasible options are considered as

part of the appraisal process and in developing the Core Strategy and Development Policies & Site Allocations Plans.

5.4 In preparing this and other Issues & Options Papers, the Council is looking to the community and stakeholders to tell us the following: -

- o What you think of the options presented;
- o What improvements could be made to the options;
- o What option(s) are your preferred options that you want the Council to take forward;
- o Any options we haven't considered that you would like us to consider before identifying a preferred option(s).

In thinking about the options presented, it must be remembered that the preferred option may not be a single discreet option presented below, but rather may be a combination of a range of options taking the best parts of each.

PLEASE FORWARD ANY COMMENTS BY **24th OCTOBER 2005** TO:

PLANNING POLICY
LONDON BOROUGH OF LEWISHAM
5TH FLOOR LAURENCE HOUSE
1 CATFORD ROAD
LONDON SE6 4RU

OR E-MAIL TO planning@lewisham.gov.uk Subject Line: Transport and Parking Issues Paper – Planning Policy

Annex 1. THE EVIDENCE BASE

Accessible Bus Stops in Lewisham (Draft LIP)

- Bus stops with kerbs suitable for low-floor buses: 157 (38.3%)
- Bus stops with shelters: 220 (53.6%)
- Bus stops with safe (i.e. non-hazardous) footways around stop: 257 (62.7%)
- Bus stops with adequate carriageway dressing: 172 (42%)

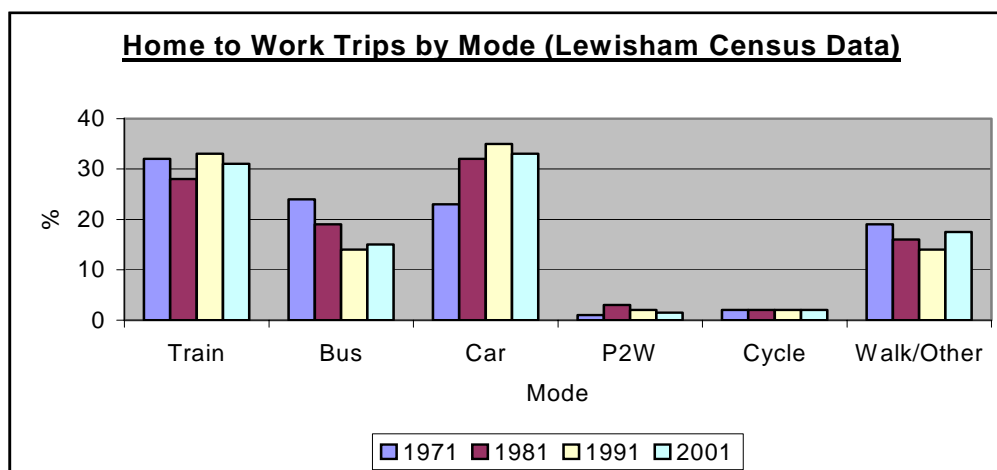
The above figures exclude bus stops on the TLRN in Lewisham.

Percentage of Pedestrian Crossings with Facilities for Disabled People in Lewisham

(Draft LIP)

Crossing Type	No. of Xings	No. Compliant at Jan 2004	% Compliant at Jan 2004
Pelican	24	24	100
Toucan	5	5	100
Facilities at signalled junctions	16	16	100
Zebra	44	20	45
Total	89	65	73

Percentage of Home to Work Trips by Mode in Lewisham:



Lewisham Census Data (1971-2001)

Volume and Rate of Walking Trips

London Area Transport Survey

- LATS data suggests there were 5.5 million walking trips per average day in London in 2001 and TfL estimate there was no significant change by 2003. Walk trips for this purpose are defined as those made solely by walking.
- Walk Trips in Lewisham (2001): 163,617 per average day.
- LATS data suggests a decrease in walking for Home to Work Trips between 1991 and 2001 of 1% (from 10% to 9%) and a decrease for Home to Education Trips of 4% over the same period (from 48% to 44%).

Lewisham Census Data

- Lewisham census data suggests that, after a decrease of 5% between 1971-1991, walking for Home to Work Trips increased by 3.5% between 1991-2001.

Year	1971	1981	1991	2001
%	19	16	14	17.5

Volume and Rate of Cycling Trips

London Area Transport Survey

- LATS indicates a total of 0.3 million daily cycle trips in London in 2001.
- Number of Cycle Trips in Lewisham:

Year	Number
1991	5577
2001	4481
Change	-1096 (-19.7%)

However, LATS data at borough level is based on only a 1% sample of residents and the more detailed data collected by the Borough on a regular basis again shows a quite contradictory trend since 2001 (see below).

- LATS data also suggests that cycling for both Home to Work Trips and Home to Education Trips remained steady at 2% and 1% respectively between 1991 and 2001.

Lewisham Western Screenline Counts

- Percentage changes in cycle flows in Lewisham, 2001-2004:

Year	AM Peak		PM Peak		12-Hr Flows	
	Flow	%	Flow	%	Flow	%
2001	270	-	222	-	1605	-
2002	276	+2	190	-14	1473	-8
2003	291	+8	245	+10	1822	+14
2004	433	+60	225	+1	2197	+37
2002-2004 Average	333	+23	220	-1	1831	+14

2001 has been taken as the base year against which percentage changes have been calculated.

Lewisham Census Data

- Lewisham census data indicates that cycle use has remained fairly steady for Home to Work Trips between 1971 and 2001 at 2%.

Traffic Volumes in Inner London

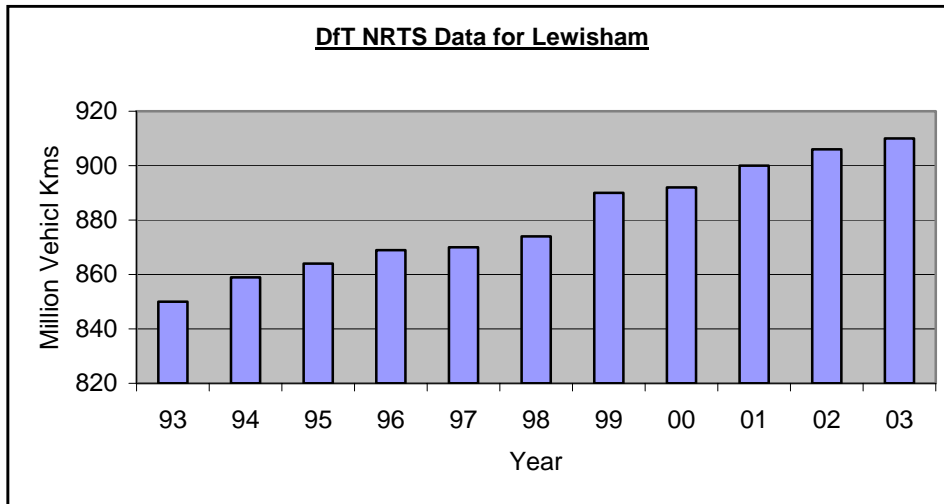
DfT National Road Traffic Survey Data for Lewisham

Year	Million Vehicle Kms	% Increase
2001	900	-
2002	906	0.67
2003	910	1.10

If this trend continues, traffic growth between 2001 and 2011 will be 5.5%.

DfT NRTS data from 1993 has been used to plot the graph shown below. The data shows fairly steady traffic growth between 1993 and 2003, totalling 60M vehicle kms

(7%).



Killed and Seriously Injured Casualties in Lewisham (Draft LIP)

Category	1994-98 Average	% Target Reduction	2010 Target	2003 Figure	% Change 94/98-03	2003 Target*
All KSIs	206.4	40	124	187	-9.4	172.1
All Ped	81.6	40	49	56	-31.4	68
All Cyclist	14.2	40	8.5	8	-43.7	11.8
All P2W	30.0	40	18	56	+86.7	25
Child (U.16)	41.4	50	20.7	22	-46.9	32.8

* Assuming a linear relationship, this is the (then current) figure relative to the projected 2010 figure.

Off Street Parking Supply in Lewisham (Draft LIP)

There are 19 public off-street car parks in the Borough with a total of 1827 car parking spaces and 40 lorry spaces. Of these, 1536 car parking spaces (84%) are in 14 Pay & Display car parks, the charging regime for which is entirely geared to short-stay parking. The remaining 291 car parking spaces (16%) are in 5 free car parks and could therefore be regarded as long-stay spaces.