

London Borough of Lewisham:  
Local Implementation Plan

2011 - 2031

April 2011

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## Executive Summary

### Overview

1. Lewisham is changing, with major development and regeneration to support economic growth and London's increasing population. In the coming years, key centres in the borough, including Lewisham, Catford, Deptford and New Cross are set to see rapid new development to transform the borough. Major regeneration and new housing brings fresh demands on the existing transport network to improve mobility and access to employment, key service and leisure opportunities. Capacity constraints and congestion on the road and public transport networks cannot realistically be addressed by limited sources of funding, meaning the borough must look to solutions through changing travel behaviour as well as working in partnerships to deliver major infrastructure projects.
2. The borough is responding to these challenges by setting out its transport policies, programme and aspirations in its Local Implementation Plan (LIP), a statutory document which supports the delivery of the Mayor's Transport Strategy (MTS) within Lewisham. The LIP enables the borough to plan strategically for transport, helping achieve broader goals for safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all.
3. The Lewisham LIP is heavily influenced by the vision outlined in the borough's Sustainable Community Strategy (SCS) and the spatial planning policies in the Local Development Framework (LDF), applied to the framework provided by the goals, challenges, policies and outcomes from the MTS.
4. A key aspect of the LIP is the borough's role as a partner, working with Transport for London (TfL), residents, businesses and other local stakeholders to achieve a range of improvements to the transport network and transform the way that people travel.
5. Some of the measures and proposals in the Transport Strategy can be implemented by the borough, using its statutory planning, highways and network management, and parking powers. Other interventions, particularly larger projects, will have to be delivered in partnership with TfL and other organisations, particularly improvements on the Transport for London Road Network (TLRN), and at rail and underground stations.
6. Common to all London boroughs, this LIP comprises of the following parts:
  - I borough objectives to 2013-14 and through the life of the MTS to 2031, providing a framework for transport planning in Lewisham over the 20-year MTS period
  - I three-year delivery plan of projects to 2013-14 and forward look at major schemes and new infrastructure projects
  - I monitoring plan, including mandatory and locally set indicators

7. Throughout the LIP, these core parts are brought together to demonstrate the “golden thread”, a framework where the objectives are backed up by clear evidence, and are linked to the delivery plan and monitoring arrangements.

**Objectives**

8. The LIP has prioritised a number of goals and constituent objectives and related outcomes, built around the framework provided by the Mayor’s Transport Strategy and influenced by the evidence base, consultation with the local community, local policies and the Sub Regional Transport Plan. The borough’s objectives are for the life of the MTS to 2031.

Goals	Objectives	Outcomes
LIP Goal 1. ‘Safer’	Reduce the number of road traffic collisions and improve safety and security on the public transport network	Improved road safety, reduced the number of deaths and injuries on the roads  Reduced crime and improved safety and security on the public transport network
LIP Goal 2. ‘Clean, green and liveable’	Enhance Lewisham’s natural environment and open spaces	Improved green infrastructure links and access to parks and open spaces
	Create a low emissions transport system and a resilient transport network	Reduced carbon emissions from transport  Reduced air pollutants from transport  Less disruption to the transport network from poor weather  Reduced reliance on the private car and greater uptake of more sustainable modes of travel  Greater vehicle efficiency and adoption of green technologies
LIP Goal 3. ‘Healthy, active and enjoyable’	Support and promote healthier and more physically active lifestyles	Reduced car dependency and a shift to more sustainable travel - walking and cycling  Improved network of cycling and walking routes and links to town centres and open spaces  Reduced levels of obesity, low levels of physical activity, particularly in more deprived areas
LIP Goal 4. ‘Dynamic and prosperous’	Improve the quality and connectivity in and around town centres	Sustainable economic growth and regeneration, particularly around town centres
	Reduce congestion and maximise the	Improved journey time reliability

	efficiency of the transport network	
LIP Goal 5. 'Improve transport opportunities for all'	Improve access to jobs, training and services, regardless of social background and physical and mental health	Improved accessibility in terms of reaching centres of employment and key services Improved urban environment, and physical accessibility
LIP Goal 6. 'Better streets'	Improve the urban environment, including the design and condition of highways and footways	Reduced street clutter Improved layout and design of streets Enhanced and protected the built and historic environment Improved condition of roads Clearer understanding of key routes and spaces

## Evidence

9. This section is intended to supply the statistical basis to back up the chosen goals, objectives and anticipated outcomes. Through this process, combined with the consultation, we have determined a wide range of important issues and opportunities for the borough's transport system. Some of the main transport issues facing Lewisham are:
- | Improving road safety and reducing the number of collisions, particularly on the Transport for London Road Network (TLRN) and at particular junctions
  - | Retaining and maintaining the borough's green space, including linked sustainable transport routes
  - | Reducing emissions from the transport system, particularly carbon dioxide and nitrogen dioxide
  - | Promoting a larger uptake of active travel modes and reducing car dependency, particularly for shorter trips
  - | Improving health levels, recognising the relationship between transport and poor health from lack of physical activity, obesity and harmful emissions
  - | Promoting local economic growth and generate inward investment to match the borough's comparatively high and growing population
  - | Tackling traffic congestion and poor journey time reliability, particularly to improve bus services and business trips
  - | Improving connectivity between town centres and key services in and around the borough
  - | Enhancing the urban and natural environment, addressing a lack of permeability around urban centres

### Delivery Plan

10. Based on the goals and objectives, the borough's delivery plan outlines the investment programme and projects for the immediate three-year period, as well as the longer term aspirations for new and upgraded infrastructure and services, focused on public transport. Some of these projects include:

- | East London Line extensions as part of the London Overground with the provision of a new station at Surrey Canal Road
- | Improvements to capacity on DLR and potential route enhancements
- | Capacity improvements for passengers on mainline rail services through the provision of Thameslink and the potential of a Bakerloo Line extension
- | Improved bus services through improving existing bus services
- | The improvement of railways stations particularly trying to enhance access along the extended East London Line and complementing Access for Stations
- | Removal of the Lewisham Roundabout and interchange improvements
- | Removal of the Kender Triangle one way system and implement the Streets for People Scheme
- | Improving connectivity through the Surrey Canal Area and Deptford/New Cross by improving and creating new walking and cycling routes as well as raising the quality the pedestrian environment
- | Improvements to Major centres such as Lewisham and Catford and local centres at Sydenham, Brockley, Ladywell and Bell Green

11. For the smaller schemes that are typically less than £1m, the LIP outlines improvements built around its prioritised Corridors and Neighbourhoods programme, covering sustainable travel and engineering-based interventions. This will continue to roll out many of the types of projects seen during the previous LIP which ran from 2006-11. The next three-year programme includes targeted improvements, with large investment around Sydenham Road and Ladywell Village. More generally, the programme will build on the success of the previous LIP and include:

- | road safety through targeted expansion of 20mph zones, local safety schemes, and emphasis on education and awareness campaigns
- | accessibility and urban realm improvements through better access to bus stops, train stations and local services
- | condition of local roads and footways through road renewal and maintenance
- | walking and cycling routes to schools, workplaces and through parks and green spaces

### Monitoring

12. An important part of delivering the LIP is understanding its impacts and current trends so that future objectives and programmes can appropriately be adjusted to reflect the evidence. To this end, monitoring arrangements have been put in place to cover those indicators that the borough is required to report on, including modal share for cycling and walking, bus reliability, road condition, road casualties, and CO2 emissions, as well as those local voluntary indicators that are

focused on monitoring the delivery of our objectives, including on air quality, road safety, and bus stop accessibility.



# 1 Introduction

## What is the Lewisham Local Implementation Plan?

- 1.1 The Local Implementation Plan (LIP) is the borough's transport plan, detailing its policies and programme for delivering the Mayor's Transport Strategy (MTS) within Lewisham.
- 1.2 The Lewisham LIP takes the goals, challenges, policies and outcomes from the MTS and tailors them to the Lewisham context, shaped by the vision outlined in the borough's Sustainable Community Strategy (SCS) and the spatial planning policies in the Local Development Framework (LDF). The LIP enables the borough to plan strategically for transport, helping achieve broader goals for safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all.
- 1.3 A key aspect of the LIP is the borough's role as a partner, working with Transport for London (TfL), residents, businesses and other local stakeholders to achieve a range of improvements to the transport network and transform the way that people travel.
- 1.4 Some of the measures and proposals in the Transport Strategy can be implemented by the borough, using its statutory planning, highways and network management, and parking powers. Other interventions, particularly larger projects, will have to be delivered in partnership with TfL and other organisations, particularly improvements on the Transport for London Road Network (TLRN), and at rail and underground stations.
- 1.5 This is Lewisham's second LIP and replaces the 2006-11 Plan which has delivered a number of improvements to:
  - | road safety through 20mph zones, local safety schemes, and education and awareness campaigns
  - | accessibility and urban realm improvements through better access to bus stops, train stations and local services
  - | condition of local roads and footways through road renewal and maintenance
  - | walking and cycling routes to schools, workplaces and through parks and green spaces
- 1.6 Common to all London boroughs, this LIP comprises of the following related parts:
  - | borough objectives to 2013-14 and through the life of the MTS to 2031, providing a framework for transport planning in Lewisham over the 20-year MTS period
  - | three-year delivery plan of projects to 2013-14
  - | monitoring plan, including mandatory and locally set indicators

## How has it been produced?

- 1.7 Whilst the Local Implementation Plan is a plan to implement the London Mayor's Transport Strategy, it must work with the other Mayoral Strategies, in particular

supporting objectives of the London Plan. It is therefore closely related to the London Plan and Lewisham's spatial strategy set out within the Local Development Framework (LDF). The LIP has been prepared during the period of development of the LDF. Consequently, it has been able to draw on and benefit from much of the LDF research and consultation undertaken to produce the evidence base. The LIP also draws on the Sub-Regional Transport Plan work, developed by TfL with London boroughs. This has provided a mechanism for LIPs in neighbouring boroughs to be coordinated and work to support each other. Hence dialogue with our neighbouring authorities has been a part of the process to develop the Lewisham Local Implementation Plan. In addition, the Local Strategic Partnership (LSP) has been involved in developing the LIP and setting its priorities, ensuring consistency with the Sustainable Community Strategy (SCS) and other council policies.

- 1.8 We have ensured the LIP has been influenced by Lewisham's residents, businesses and visitors. This has initially been possible through considering the consultation of the LDF through the borough's People Day and three consultation workshops with representatives from the borough's Local Assemblies, and specific engagement with individual groups, including the Lewisham Disability Coalition. This allowed various stakeholders to share their views on their transport challenges facing the borough and suggest solutions. Further consultation during the start of 2011 provided opportunities for people and groups to get involved in shaping the final LIP.
- 1.9 Under the legislative requirements<sup>1</sup>, the borough specifically consulted statutory stakeholders on the draft LIP, including:
- | Transport for London;
  - | The Metropolitan Police borough commander;
  - | Organisations representative of disabled people; and
  - | Neighbouring boroughs affected by the Plan

### **Statutory context**

- 1.10 The LIP is a statutory plan, prepared under section 145 of the Greater London Authority Act 1999, to set out how a London borough will implement the London Mayor's Transport Strategy in its area. Each borough's LIP must demonstrate how it will contribute to the Mayor's goals, strategies and outcomes, as well as other local and sub-regional goals. Under the Act, London boroughs must submit the LIP to the Mayor for approval, subject to consistency with the MTS; adequacy of the borough's LIP proposals for implementing the MTS in the its area; and setting out a programme to implement LIP proposals.
- 1.11 Section 144 of the Act enables the Mayor to issue guidance to which all boroughs must have regards. This includes a number of core requirements for approving a LIP, relating to its different sections explained above. The LIP is therefore driven by the requirements in the legislation, and the statutory guidance, as well as the local and sub-regional policy context.

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<sup>1</sup> Greater London Authority Act 1999

## Strategic Environmental Assessment

- 1.12 The LIP has been influenced by a Strategic Environmental Assessment<sup>2</sup>, which has examined the environmental and health impacts of the LIP objectives and measures. The SEA specifically examines the following topic areas:
- | Biodiversity, flora and fauna;
  - | Population;
  - | Human health;
  - | Soil;
  - | Water;
  - | Air;
  - | Climatic factors;
  - | Material assets;
  - | Cultural heritage; and
  - | Landscape.
- 1.13 The overall findings of the SEA is that the LIP objectives complement the SEA objectives and the overall LIP, including the proposed delivery actions, will generally have a positive impact on the local environment. This is partly due to the assessment working in parallel with the LIP to contribute to its development and provide a suitable check in developing its objectives, policies and proposals. The LIP is, as far as possible, consistent with the SEA in sharing similar objectives and monitoring arrangements. The SEA acknowledges larger schemes supported within the LIP and particularly those developed in partnership with TfL and other stakeholders will be separate to a more detailed individual Environmental Impact Assessment. As part of the statutory SEA process, a post adoption statement will be published alongside the final approved LIP. This will set out the ways the SEA process has influenced the final LIP.

## Equality Impact Assessment

- 1.14 The Equality Impact Assessment (EQIA)<sup>3</sup> is a process set up to systematically determine the impacts of policies, plans and programmes on certain groups categorised as most vulnerable in society. This process pre-empts a situation where a certain policy would affect a group disproportionately, and provides an opportunity for changes or mitigating measures to be put in place.
- 1.15 It is recognised that an EQIA can help determine how an LIP affects different groups of people, including those identified equality strands:
- | race;
  - | gender;
  - | disability;

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<sup>2</sup> Required under the Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004/1633).

<sup>3</sup> 1.1 The EQIA process was originally required to meet race, disability and gender legislation, now consolidated and extended under the Equality Act 2010 to cover age, sexual orientation, religion or belief, pregnancy and maternity, and gender reassignment more fully.

- | religion or belief;
- | sexual orientation;
- | age; and
- | socio-economic group

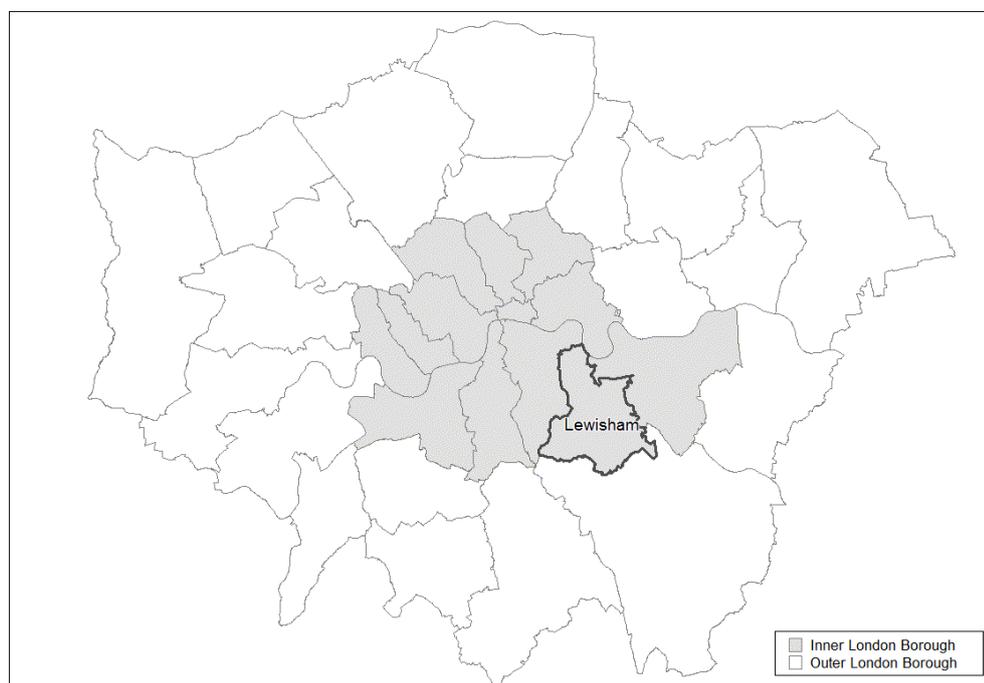
1.16 The EQIA has been developed alongside the LIP to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate changes made. The overall findings of the EQIA were that the proposals within the LIP do not discriminate or have significant adverse impacts. Instead, the focus on improving access to services and better streets will have broadly positive impacts on the local community. However, the assessment suggests that in delivering the LIP, the council should carefully consider impacts on equality target groups on an ongoing basis to minimise risks of discrimination. The EQIA process does not therefore end with the development of the LIP but is embedded within its delivery.

## 2 Local Context

### An outline of the borough

- 2.1 Lewisham is Inner London's third largest borough both in terms of population and its geographical area. Located to the south-east of Inner London, Lewisham is home to around 264,500 people<sup>4</sup> and many different communities, in an area of approximately 13.4 square miles. The River Thames is to the north, and the borough is bordered by the borough of Bromley in the south and, and the boroughs of Southwark and Greenwich to the west and east, respectively.

FIGURE 2.1 LEWISHAM LOCATION



- 2.2 The borough is primarily residential, and with a diverse population living in distinct neighbourhoods. These areas range from suburban in character in the south, such as Forest Hill, to higher density neighbourhoods such as more urban Deptford in the north. These distinct neighbourhoods include a network of small and large town centres and local shopping parades. There are a mix of employment areas employing people in a variety of industry sectors with varying job density. There are many parks, green spaces and conservation areas.
- 2.3 Over half of all residential properties in Lewisham are flats, of which nearly half are converted dwellings rather than purpose built<sup>5</sup>. Of the remainder, over a third are terraced houses with only around a tenth detached or semi-detached<sup>6</sup>.

<sup>4</sup> Office for National Statistics Mid-Year Estimates, 2009

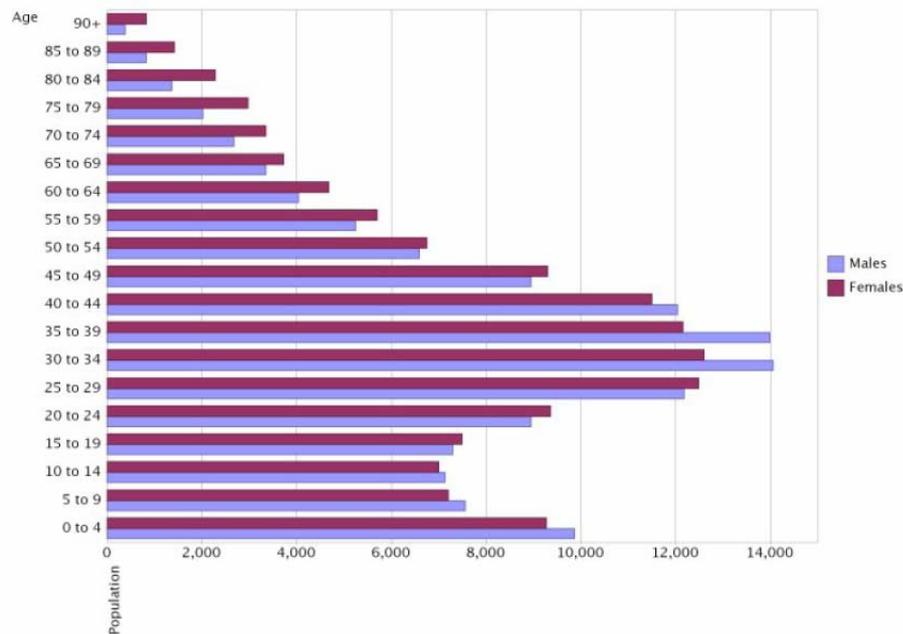
<sup>5</sup> Lewisham Household Survey 2007 (SHMA) 2008

<sup>6</sup> Lewisham Household Survey 2007 (SHMA) 2008

## People

- 2.4 The population of Lewisham grew by 4.0% between 2001 and 2009, slightly below the Greater London average of 5.9%. Children and young people (aged 0 to 19 years) make up a quarter of the population, one of the highest proportions in London whilst elderly residents (aged over 75 years) make up just 5%. The average age of our population is 34.7 years and is young when compared with other London boroughs. The wards with the youngest populations are Evelyn and New Cross located in the north of the borough.

FIGURE 2.2 AGE AND SEX OF LEWISHAM'S POPULATION

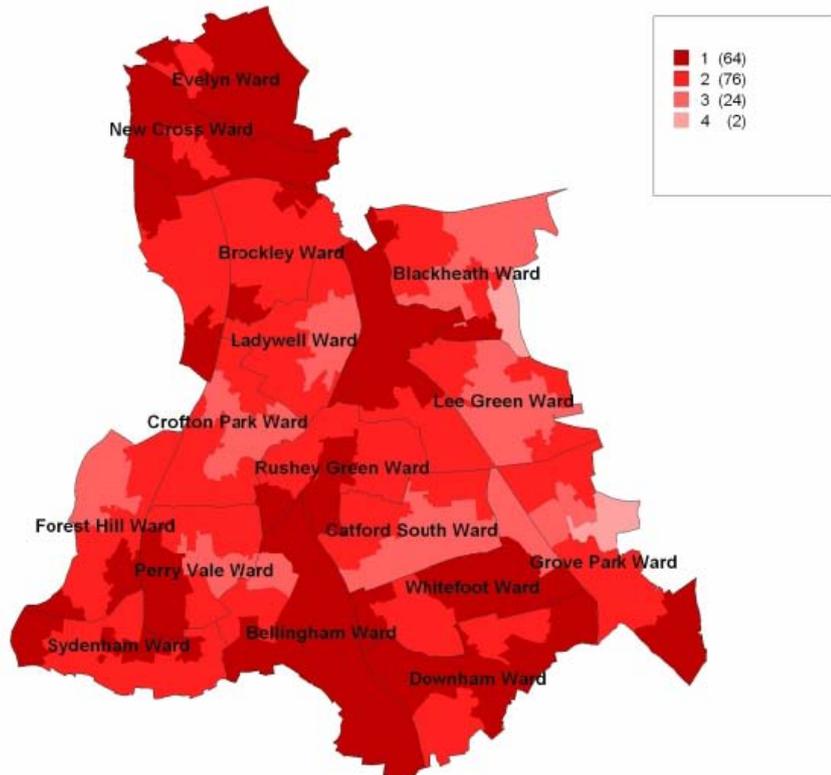


- 2.5 Life expectancy in Lewisham is notably lower than London averages. In particular, life expectancy at birth for men in Lewisham is two years less than the average across London.
- 2.6 Lewisham is the 15th most ethnically diverse local authority in England with 130 languages spoken in the borough. Over the next 20 years, it is estimated the proportion of the population from a black and/or minority ethnic origin will have risen from the current 43% to around half the population of the borough. We believe there has been a growth in all groups of the black and minority ethnic (BME) population since the 2001 Census. This has risen from 39% of households to nearly half of all households across the borough in 2007, with northern and central parts of the borough particularly ethnically diverse<sup>7</sup>.
- 2.7 The Index of Multiple Deprivation (IMD 2007) ranks Lewisham as the 39th most deprived local authority area in England (out of 345 Local Authorities). Deprivation is spread across the borough but there are a number of areas ranked in the 20% most deprived in England. The IMD considers a range of indicators covering income, employment, health, education, training, skills, living conditions

<sup>7</sup> Lewisham Household Survey 2007 (SHMA) 2008

and access to services. Figure 2.3 shows Super Output Areas (SOAs) in Lewisham by national quintile of deprivation, quintile 1 being the most deprived and quintile 5 the least deprived. Lewisham has over a third of its SOAs in the most deprived quintile and none in the least deprived quintile. Only two SOAs are the second least deprived quintile. The most deprived SOAs are mainly located in wards in the north of the borough (Evelyn, New Cross), in the centre of Lewisham (Lewisham Central, Rushey Green) and across the lower south of the borough (Bellingham, Downham and Whitefoot).

**FIGURE 2.3 DEPRIVATION AREAS WITHIN LEWISHAM (SUPER OUTPUT AREAS)**



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## Transport

- 2.8 Lewisham occupies a key position on important transport routes (radial and orbital) within London and between London, Kent and Sussex. These transport routes connect the borough to the rest of London, including the significant employment centres of the City of London and Canary Wharf, the leisure and retail destinations of the West End, Croydon and Bromley, as well as the key sites for the 2012 Olympics.
- 2.9 The borough has transport links to east and west London through the Docklands Light Railway (DLR) and the link it provides to the Jubilee Line. Further links are improved through the extension of the East London Line from New Cross Gate in the South to West Croydon and Crystal Palace, and Dalston in the north as part of the development of the London Overground Network that was introduced in May 2010. Further enhancements are planned, with the extension of the line south

from Surrey Quays to Clapham Junction that will be available for passenger use in Dec 2012 and further enhancement to extend the line from Dalston to Highbury and Islington

2.10 Within the borough public transport provision includes:

- | 20 National Rail stations serving London Bridge, Victoria, Waterloo East, Charing Cross, Blackfriars, and Canon Street, which include:
  - 6 Overground stations providing links to Underground at Canada Water and Whitechapel.
- | 3 DLR stations linking Lewisham with Canary Wharf.
- | 42 bus routes providing services across the borough, to nearby boroughs and central London.

FIGURE 2.4 LONDON OVERGROUND MAP

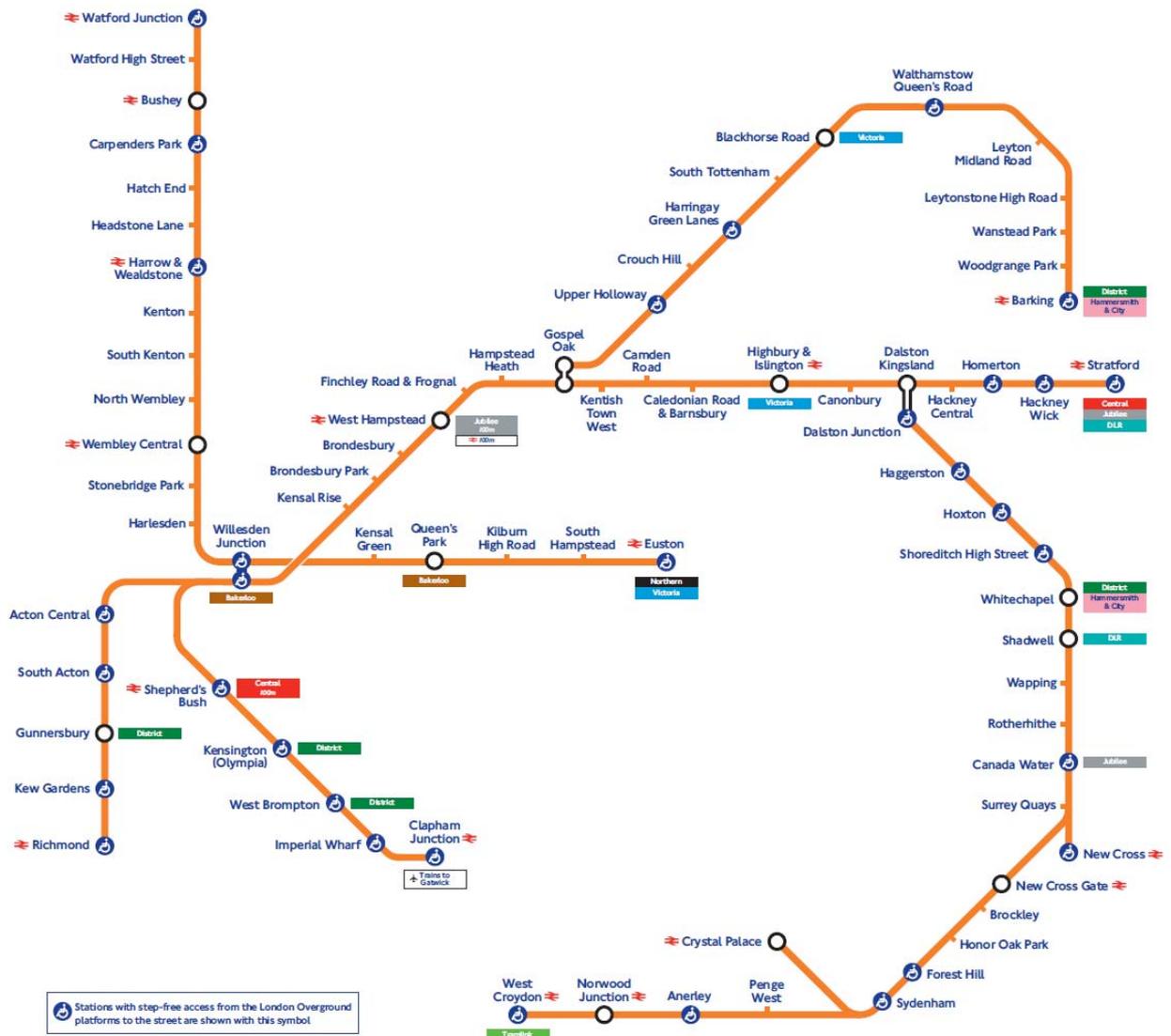


FIGURE 2.5 TRANSPORT PROVISION IN LEWISHAM (ROADS AND RAIL STATIONS)



- 2.11 Key public transport interchange locations include Lewisham station, which offers rail services to central London termini and Kent, DLR interchange to Bank and Stratford and many bus services.
- 2.12 Cycle routes across the borough provide key north south and east west routes on a variety of off road routes and quieter on road routes signed for cyclists.
- 2.13 The South Circular (A205) passes through the centre of the borough, providing links to the A2 and A20 towards Kent and central London.
- 2.14 Car ownership levels in the borough are relatively low, with a third of households without access to a car. In terms of car ownership levels Lewisham sits between nearby Bromley (13% of households without access to a car) and Southwark (43% of households without access to a car).

### **Changing face of Lewisham**

- 2.15 Lewisham is undergoing rapid change, with new development and regeneration to meet the needs of business investment and population growth. The Greater London Authority predicts that the overall population of Lewisham is expected to increase by close to a quarter between 2006 and 2031 - an additional 64,300 people in total. Recognising this, the Council is responding with an ambitious borough-wide regeneration and growth, which could see more than 18,000 new homes in the borough by 2025.
- 2.16 Growth and regeneration in the borough of Lewisham is primarily focused on a corridor in the north at Convoys Wharf, Surrey Canal Triangle, Oxestalls Road, Plough Way, and Lewisham Gateway. These parts of the borough are expected to deliver 9,450 dwellings out of a total in the plan of over 18,000. This approach focused on underused employment areas and town centres supports the London Thames Gateway growth area and the London Plan Opportunity Area designations.
- 2.17 The approved LDF Core Strategy also highlights the value of strengthening local employment opportunities by facilitating a growth in smaller businesses, creative industries and maximising the economic potential of the Borough's town centres, local shopping areas and small parades.
- 2.18 All of this has implications for transport and accessibility in and around the Borough as growth provides pressures on the existing transport corridors, particularly in and around local town centres. These implications have been studied as part of the Deptford New Cross Transport Study, the Lewisham Town Centre Study, and the Lewisham Borough Wide Transport Study. Modelling results suggest road congestion around Lewisham town centre, and a slight drop in average speed across the borough. The highways model was for the AM peak hour and showed most congestion and delay is on traffic travelling in a westbound direction. Further testing suggests that impacts can be partly addressed by encouraging a modal shift away from the car.
- 2.19 Results from the public transport modelling suggest an increase of rail use across the borough by approximately 12-13% in the morning peak hour, leading to overcrowding that can partly be addressed by capacity enhancements, particularly from the East London Line Extension and Docklands Light Railway. Some bus capacity will be freed up by a modal shift to rail.

- 2.20 Lewisham has works closely with its neighbouring London boroughs (Bexley, Bromley, Greenwich and Southwark) to ensure cross-borough issues are identified and managed through the planning process. This has included the establishment of a South East London Planning Policy Group to provide a forum for cross-borough and sub-regional issues, seek a common approach to key LDF issues and share evidence
- 2.21 We have shared our evidence base with Southwark and Greenwich Councils to assess the cumulative transport impacts of proposed development within each borough. This has looked at the impact of approved and potential development sites. For Lewisham, this focuses on the Canada Water regeneration area located within Southwark and Deptford Creekside sites located within Greenwich. The IDP also considers existing and proposed infrastructure provision in the neighbouring Boroughs of Bromley, Greenwich and Southwark to make sure that proposals for infrastructure in Lewisham takes full account of this provision.

### 3 Policy Context

- 3.1 The LIP has been influenced by a number of policy documents, alongside local consultation and the evidence base. This has particularly fed into the development of the LIP objectives which have in turn drive the supporting delivery proposals and monitoring plan.

#### Mayor's Transport Strategy

- 3.2 Lewisham's LIP must demonstrate how it will contribute to meeting the Mayor's Transport Strategy. The London Mayor's transport vision<sup>8</sup> is:

*'London's transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century.'*

Achieving the MTS will require a transport system with enhanced capacity and connectivity that: is efficient and integrated; encourages mode shift to cycling, walking and public transport; is accessible and fair to users; offers value for money; contributes to improving quality of life and the environment; and offers improved opportunities for all Londoners. The MTS has six goals setting out how this vision should be implemented; namely the transport strategy should:

- | Support economic development and population growth;
- | Enhance the quality of life for all Londoners;
- | Improve the safety and security of all Londoners;
- | Improve transport opportunities for all Londoners;
- | Reduce transport's contribution to climate change and improve its resilience; and
- | Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.

- 3.3 For each of these goals, the Transport Strategy highlights challenges and also sets out expected outcomes.

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<sup>8</sup> Mayor's Transport Strategy 2010 ...

TABLE 3.1 GOALS, CHALLENGES AND OUTCOMES FOR THE LONDON MAYOR'S TRANSPORT STRATEGY

Goals	Challenges	Outcomes
Support economic development and population growth	Supporting sustainable population and employment growth	<ul style="list-style-type: none"> <li>Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel</li> </ul>
	Improving transport connectivity	<ul style="list-style-type: none"> <li>Improving people's access to jobs</li> <li>Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow</li> </ul>
	Delivering an efficient and effective transport system for people and goods	<ul style="list-style-type: none"> <li>Smoothing traffic flow (managing delay, improving journey time reliability and resilience)</li> <li>Improving public transport reliability</li> <li>Reducing operating costs</li> <li>Bringing and maintaining all assets to a state of good repair</li> <li>Enhancing use of the Thames for people and goods</li> </ul>
Enhance the quality of life for all Londoners	Improving journey experience	<ul style="list-style-type: none"> <li>Improving public transport customer satisfaction</li> <li>Improving road user satisfaction (drivers, pedestrians, cyclists)</li> <li>Reducing public transport crowding</li> </ul>
	Enhancing the built and natural environment	<ul style="list-style-type: none"> <li>Enhancing streetscapes, improving the perception of the urban realm and developing 'better streets' initiatives</li> <li>Protecting and enhancing the natural environment</li> </ul>
	Improving air quality	<ul style="list-style-type: none"> <li>Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets</li> </ul>
	Improving noise impacts	<ul style="list-style-type: none"> <li>Improving perceptions and reducing impacts of noise</li> </ul>
	Improving health impacts	<ul style="list-style-type: none"> <li>Facilitating an increase in walking and cycling</li> </ul>
Improve the safety and security of all Londoners	Reducing crime, fear of crime and antisocial behaviour	<ul style="list-style-type: none"> <li>Reducing crime rates (and improving perceptions of personal safety and security)</li> </ul>
	Improving road safety	<ul style="list-style-type: none"> <li>Reducing the numbers of road traffic casualties</li> </ul>
	Improving public transport safety	<ul style="list-style-type: none"> <li>Reducing casualties on public transport networks</li> </ul>
Improve transport opportunities for all Londoners	Improving accessibility	<ul style="list-style-type: none"> <li>Improving the physical accessibility of the transport system</li> <li>Improving access to services</li> </ul>
	Supporting regeneration and tackling deprivation	<ul style="list-style-type: none"> <li>Supporting wider regeneration</li> </ul>
Reduce transport's contribution to climate change and improve its resilience	Reducing CO2 emissions	<ul style="list-style-type: none"> <li>Reducing CO2 emissions from ground-based transport, contributing to a London-wide 60 per cent reduction by 2025</li> </ul>
	Adapting to climate change	<ul style="list-style-type: none"> <li>Maintaining the reliability of transport networks</li> </ul>
Support delivery of the London 2012 Olympic and Paralympic Games and its legacy	Developing and implementing a viable and sustainable legacy for the 2012 Games	<ul style="list-style-type: none"> <li>Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London</li> <li>Physical transport legacy</li> <li>Behavioural transport legacy</li> </ul>

### Transport for London Business Plan 2009/10 - 2017/18

3.4 TfL's Business Plan outlines a number of strategic objectives for London's transport network. These include:

- I Achieving approximately £1bn of efficiency savings at Transport for London.
- I Investing in 15 major interchanges, including at Tottenham Court Road, Bond Street, Victoria and Paddington
- I Measures to smooth traffic flows by adjusting signals and converting signalling systems to SCOOT operation. 1,000 signals per year across London will be adjusted to improve their operating efficiency.

- | Permitting motorcyclists to use TfL bus lanes in a trial that runs for 18 months from January 2009 [and again under an experimental scheme on the majority of bus lanes on red routes from July 2010 ].
- | Reduction in the number of enforcement personnel, and enforcement will only take place where an offending vehicle is causing an obstruction.
- | Promote the increase in cycling by 500% by 2025, compared with the amount of cycling in 2000. Measures include Cycling Superhighways, Central London Cycle Hire and Cycle Hubs—beacons of ‘cycling excellence’ in outer London.
- | Physical measures for cycling in the boroughs include giving greater priority to cyclists where there are large cycle flows, removing smaller physical obstacles to cycling, providing more secure cycle parking, and cycle training.
- | Improving the public realm, by concentrating a range of project needs within corridors and neighbourhoods and by promoting Area Based Schemes.
- | Removing so-called ‘bendy buses’ and replacing them with a new ‘Routemaster’-type bus.

### **Sub Regional Transport Plans**

- 3.5 The Sub-Regional Transport Plans are intended to form a bridge between the Mayor’s Transport Strategy and borough Local Implementation Plans, covering the strategic issues that cross borough boundaries. Lewisham falls within the East sub-region, and partly within the south London sub-region.
- 3.6 The specific challenges for the east sub-region are:
- | Maximising the benefits of committed investment;
  - | Improving connectivity to, from and within key locations;
  - | Reducing physical barriers to travel;
  - | Supporting the efficient movement of freight; and
  - | Addressing public transport crowding, congestion and reliability.
- 3.7 The East London SRTP highlights the importance of funded improvements including Crossrail, London Underground upgrades, and investment in the national rail network. It also notes the development of further proposals for expansion of the Docklands Light Rail network and extending the Bakerloo Line. It necessarily looks beyond large infrastructure, recognising the crucial contribution of sustainable new development to reduce the need and distance of travel.
- 3.8 For the south region, the specific challenges noted are:
- | Reduce public transport crowding;
  - | Improve access and movement to, from and within key places;
  - | Improve connectivity to, from and within the sub-region; and
  - | Manage highway congestion and make efficient use of the road network.
- 3.9 The Sub Regional Transport Plans have been fully considered in developing the LIP and are evident in the objectives, and drawn upon in outlining the supporting evidence and delivery plan.

## Lewisham Sustainable Community Strategy

- 3.10 Lewisham's Sustainable Community Strategy (SCS) 2008-2020, 'Shaping our Future', has its own local objectives that have been developed through close involvement of its partners and local people and approved by the Borough's Local Strategic Partnership (LSP). This, alongside collaborative working with the LSP, has been a key influence in developing the LIP to reflect the local priorities and ambitions.
- 3.11 The Sustainable Community Strategy vision is: Together we will make Lewisham the best place in London to live, work and learn.
- 3.12 The SCS has six key priorities that Lewisham should be:
- | **ambitious and achieving** - where people are inspired and supported to fulfil their potential
  - | **safer** - where people feel safe and live free from crime, antisocial behaviour and abuse
  - | **empowered and responsible** - where people are actively involved in their local area and contribute to supportive communities
  - | **clean, green and liveable** - where people live in high quality housing and can care for and enjoy their environment
  - | **healthy, active and enjoyable** - where people can actively participate in maintaining and improving their health and well-being
  - | **dynamic and prosperous** - where people are part of vibrant communities and town centres, well connected to London and beyond.
- 3.13 Four of the six priority goals have been replicated as goals within the LIP - 'safer', 'clean, green and liveable', 'healthy, active and dynamic', and 'dynamic and prosperous'. The wider context and proposals linked to all goals have been woven into the LIP.

## The Lewisham Regeneration Strategy 2008 - 2020

- 3.14 Our Regeneration Strategy sets out a Vision for the borough based on three themes of 'People', 'Prosperity', and 'Place'. Each theme has associated objectives. From the People and Place themes, the objectives of most relevance to the LIP are:
- | **healthy communities**: to reduce health inequalities and encourage healthy lifestyles.
  - | **business enterprise and job growth**: to provide access to jobs and business support for local people.
- 3.15 The 'Place' component of the Vision looks forward to better access, better environments and better quality of life.

## Regeneration Strategy Vision (Place)

- 3.16 The Regeneration Strategy sets out the vision that: *"By 2020, Lewisham will provide a high quality of life for all residents through attractive, liveable, accessible and safe neighbourhoods along with the provision of high quality facilities and town centres that meet the needs of the community."*

- 3.17 The Strategy is closely related to the LDF and highlights the role of new development in large part to deliver the vision, providing housing and jobs to accommodate a growing population and revitalise the borough's town centres. It highlights key challenges being to preserve or enhance the environment, community facilities and urban design standards. It acknowledges the LDF policies and role of the planning system to help ensure that new development and regeneration incorporate high standards of design, accessibility and sustainability, and to improve the quality of the existing environment, attract business and investment and reinforce civic pride and a sense of place. The Strategy sees new development as bringing opportunities to create attractive new streets and public spaces and anticipates good design will improve the quality of life for local people and help attract inward investment.

### **The Lewisham Local Development Framework draft Core Strategy**

- 3.18 The Local Development Framework is a statutory document showing planning policies and development sites<sup>9</sup>. It includes a further vision for Lewisham, influenced by the Sustainable Community Strategy and to meet development and growth aspirations in the borough. It prioritises regeneration and redevelopment opportunities in Lewisham, Catford, Deptford and New Cross, through ambitious targets for the delivery of new homes and jobs.
- 3.19 The Core Strategy is based around five main themes with accompanying objectives:
- | regeneration and growth areas
  - | providing new homes
  - | growing the local economy
  - | environmental management
  - | building a sustainable community

### **Lewisham's Goals and Objectives**

- 3.20 The LIP is has been built around a series of objectives, based on the MTS, as well as the borough's Sustainable Community Strategy (SCS), Local Development Framework (LDF) and from consultation and supporting evidence. From these objectives, a series of outcomes have been developed. This provides consistency with the approach in the MTS, whilst clearly setting out Lewisham's own priorities and outcomes<sup>10</sup> for the immediate three-year period and during the life of the MTS, to 2031.

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<sup>9</sup> See Appendix C for further details of the draft LDF

<sup>10</sup> Lewisham's outcomes are not intended to duplicate the MTS outcomes, but provide a similar approach that offers clarity on expectations from the objectives. As set out in the introduction, the objectives are for the life of the MTS and delivery against them will be kept under review..

FIGURE 3.1 LIP GOALS, OBJECTIVES AND OUTCOMES

Goals	Objectives	Outcomes
LIP Goal 1. 'Safer'	Reduce the number of road traffic collisions and improve safety and security on the public transport network	Improved road safety, reduced the number of deaths and injuries on the roads Reduced crime and improved safety and security on the public transport network
LIP Goal 2. 'Clean, green and liveable'	Enhance Lewisham's natural environment and open spaces	Improved green infrastructure links and access to parks and open spaces
	Create a low emissions transport system and a resilient transport network	Reduced carbon emissions from transport Reduced air pollutants from transport Less disruption to the transport network from poor weather Reduced reliance on the private car and greater uptake of more sustainable modes of travel Greater vehicle efficiency and adoption of green technologies
LIP Goal 3. 'Healthy, active and enjoyable'	Support and promote healthier and more physically active lifestyles	Reduced car dependency and a shift to more sustainable travel - walking and cycling Improved network of cycling and walking routes and links to town centres and open spaces Reduced levels of obesity, low levels of physical activity, particularly in more deprived areas
LIP Goal 4. 'Dynamic and prosperous'	Improve the quality and connectivity in and around town centres	Sustainable economic growth and regeneration, particularly around town centres
	Reduce congestion and maximise the efficiency of the transport network	Improved journey time reliability
LIP Goal 5. 'Improve transport opportunities for all'	Improve access to jobs, training and services, regardless of social background and physical and mental health	Improved accessibility in terms of reaching centres of employment and key services Improved urban environment, and physical accessibility
LIP Goal 6. 'Better streets'	Improve the urban environment, including the design and condition of highways and	Reduced street clutter Improved layout and design of streets

	footways	<p>Enhanced and protected the built and historic environment</p> <p>Improved condition of roads</p> <p>Clearer understanding of key routes and spaces</p>
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3.21 Tables 3.2 and 3.3 demonstrate how Lewisham's goals and objectives link with the wider context of the Mayor's Transport Strategy, Sub-regional plans and the Lewisham Sustainable Community Strategy.

TABLE 3.2 LIP OBJECTIVES AND THE SUB REGIONAL TRANSPORT PLANS

LIP Goals	LIP Objectives	Mayor's Transport Strategy Goals						East London Sub-regional Transport Plan Challenges					South London Sub-regional Transport Plan Challenges		
		Support economic development and population growth	Enhance the quality of life for all Londoners	Improve the safety and security of all Londoners	Improve transport opportunities for all Londoners	Reduce transport's contribution to climate change and improve its resilience	Support the delivery of the London 2012 Olympic and Paralympic Games and its legacy	Improving connectivity to and within key locations to support existing communities, improving the quality of the environment	Reducing the physical barrier to travel (including the River Thames) and improving resilience of transport network	Supporting efficient movement of goods and encouraging sustainable freight movement	Ensuring benefits of funded transport investment are maximised	Managing highway congestion and public transport crowding	Reducing public transport overcrowding	Improve access and movement to/from and within key locations	Improve connectivity to/from and within the South sub-Region
LIP Goal 1: Safer	Reduce the number of road traffic collisions and improve safety and security on the network		✓	✓						✓					
LIP Goal 2: Clean, green and liveable	Enhance Lewisham's natural environment and open spaces		✓				✓	✓		✓					
	Create a low emissions transport system and a resilient transport network	✓	✓			✓	✓	✓	✓	✓	✓				✓
LIP Goal 3: Healthy, active and enjoyable	Support and promote healthier and more physically active lifestyles	✓	✓				✓	✓		✓	✓	✓			✓
LIP Goal 4: Dynamic and prosperous	Improve the quality and connectivity in and around town centres	✓	✓		✓			✓	✓	✓	✓		✓	✓	
	Reduce congestion and maximise the efficiency of the transport network	✓	✓			✓	✓	✓	✓	✓	✓		✓	✓	✓
LIP Goal 5: Improve transport opportunities for all	Improve access to jobs, training and services, regardless of social background and physical and mental health	✓	✓		✓			✓	✓	✓			✓	✓	
LIP Goal 6: Better streets	Improve the urban environment, including the design and condition of highways and footways		✓	✓			✓	✓		✓					

TABLE 3.3 LIP OBJECTIVES, MTS GOALS AND LEWISHAM SUSTAINABLE COMMUNITY STRATEGY PRIORITIES

LIP Goals	LIP Objectives	Mayor's Transport Strategy Goals						Lewisham Sustainable Community Strategy Priorities					
		Support economic development and population growth	Enhance the quality of life for all Londoners	Improve the safety and security of all Londoners	Improve transport opportunities for all Londoners	Reduce transport's contribution to climate change and improve its resilience	Support the delivery of the London 2012 Olympic and Paralympic Games and its legacy	Ambitious and achieving	Safer	Empowered and responsible	Clean, green and liveable	Healthy, active and enjoyable	Dynamic and prosperous
LIP Goal 1: Safer	Reduce the number of road traffic collisions and improve safety and security on the network		✓	✓				✓				✓	
LIP Goal 2: Clean, green and liveable	Enhance Lewisham's natural environment and open spaces		✓				✓				✓	✓	
	Create a low emissions transport system and a resilient transport network	✓	✓			✓	✓				✓	✓	✓
LIP Goal 3: Healthy, active and enjoyable	Support and promote healthier and more physically active lifestyles	✓	✓				✓					✓	
LIP Goal 4: Dynamic and prosperous	Improve the quality and connectivity in and around town centres	✓	✓		✓						✓		✓
	Reduce congestion and maximise the efficiency of the transport network	✓	✓			✓	✓						✓
LIP Goal 5: Improve transport opportunities for all	Improve access to jobs, training and services, regardless of social background and physical and mental health	✓	✓		✓			✓		✓			✓
LIP Goal 6: Better streets	Improve the urban environment, including the design and condition of highways and footways		✓	✓			✓				✓		✓

## 4 Evidence Base

### Safer

- 4.1 The Council's Sustainable Community Strategy has prioritised a "safer" Lewisham as one of its five goals, broadly covering feeling safer and reducing crime and antisocial behaviour. In transport terms, the safer goal translates to road safety, as well as wider safety around the transport system and streets. This goal is replicated within the LIP, with the supporting objective to "*reduce the number of road traffic collisions and improve safety and security on the transport network*". It is consistent with the aspirations and expected outcomes within the Mayor's Transport Strategy, 'specifically the MTS goal 'improve safety for all Londoners' and challenges on road safety, public transport safety and reducing crime and fear of crime.
- 4.2 In delivering the objective, we will work towards improving road safety and security on the transport network through reducing crime and the perception of crime and achieving greater respect between different road users, measured by seeing a reduction in the number of deaths and injuries on the roads.

Objective	Outcomes
Reduce the number of road traffic collisions and improve safety on the public transport network	Improved road safety, reduced the number of deaths and injuries on the roads Reduced crime and improved safety on the public transport network

### Road safety

- 4.3 Improving road safety is a key priority for the borough and much has been achieved in during the last LIP period (2006-11) through delivering a programme that has included physical interventions and education and awareness raising. As with other London boroughs, the balance between engineering and awareness will gradually shift as the borough tackles accident hotspots that can be more easily solved by proven engineering-based measures.
- 4.4 Recent progress is demonstrated through closely reviewing and monitoring of local safety schemes and 20mph zones, as well as in the broader indicators showing the numbers of collisions on borough roads is falling. The below table provides an overview of 2010 reduction targets for the number of people killed or seriously injured in a road accident or collision by group:

TABLE 4.1 KSI REDUCTION TARGETS

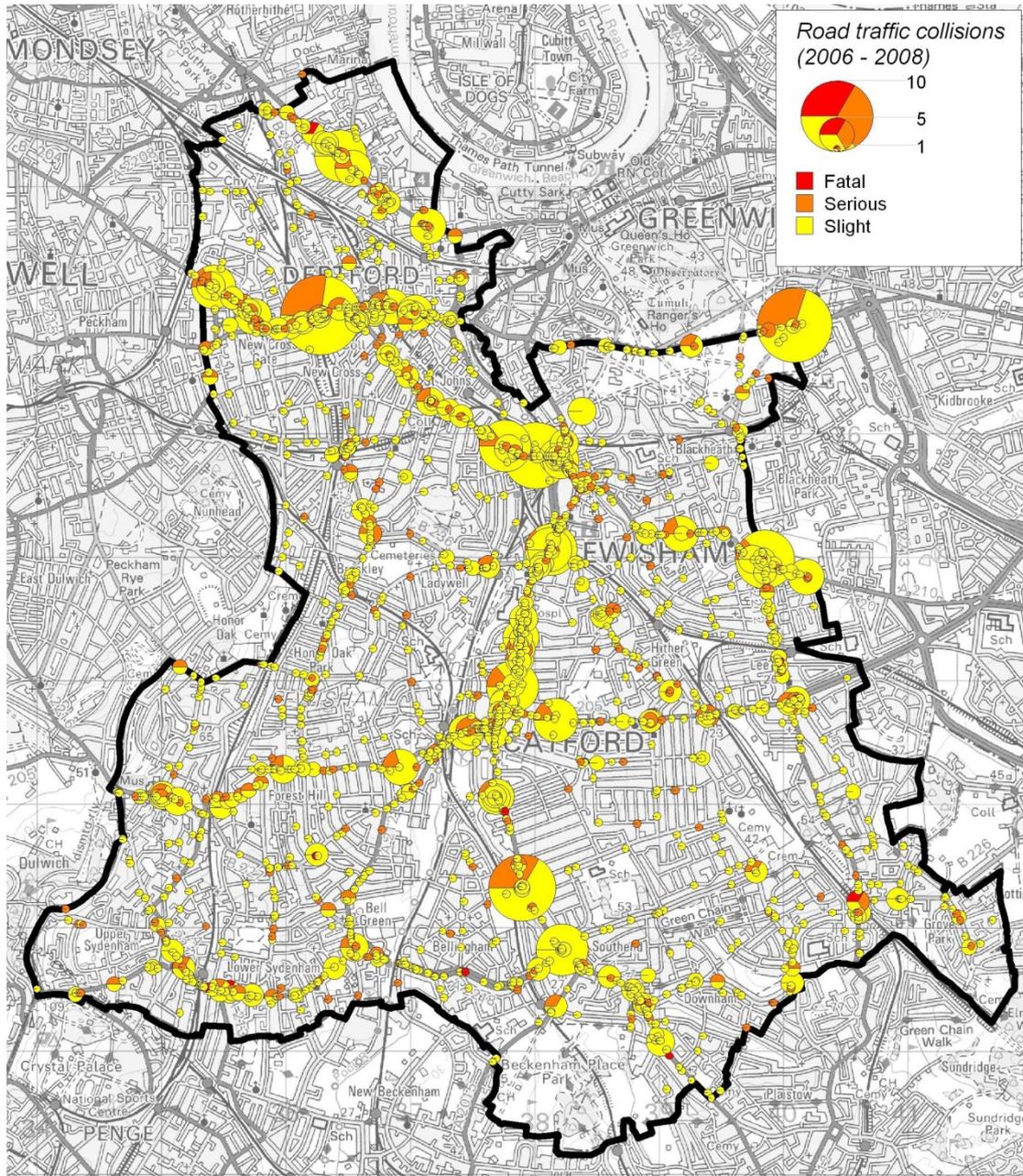
Number killed or seriously injured in a road accident or collision	2010 Reduction Target (from base 1994-1998)
All casualties	40%
Children	50%
Pedestrians	40%
Cyclist	40%
Motorcyclist	40%

- 4.5 There is an additional target for the reduction of slight casualties by 40% over the same period.
- 4.6 Lewisham has achieved both the total reduction targets of 40% for all KSIs and slight casualties (achieving a 40% and 42% reduction respectively), but the total reduction figures mask some fluctuations throughout the target period.
- 4.7 The borough has achieved a substantial reduction, not only in overall KSIs, but also its constituent elements, with child and pedestrian KSIs declining particularly sharply.
- 4.8 The most recent statistics, for the average of 2006, 2007 and 2008, indicate 123 KSIs in the borough. For purposes of comparison, this equates to 138 KSIs per billion kilometres travelled. This compares favourably with Inner London, for which the statistic is 179, but less favourably for the London as a whole, for which the figure is 114.
- 4.9 In addition to the KSIs, there were an additional 803 slight casualties in Lewisham on average between 2006 and 2008. This equates to 900 per billion vehicle kilometres, and again is above the figure for London as a whole, at 761, but below the figure for inner London, at 1060.
- 4.10 Of the total 926 casualties in Lewisham on average between 2006 and 2008, 44% of those involved were using a car, 18% were pedestrians, 16% were motorcyclists, 11% were using pedal cycles, 8% were on a bus or coach, 2% were using a goods vehicle and 1% a taxi.
- 4.11 The map which follows illustrates the location of road traffic accidents in the borough from 2006 to 2008. The map shows a number of key roads with greater volumes of road traffic collisions, particularly on Transport for London Road Network (TLRN) and particular junctions with a high number of incidents. Areas of deprivation are particularly vulnerable to higher concentrations of road accidents<sup>11</sup>. Major roads with relatively high concentrations of incidents include the A20, the A21, the A209 (South Circular) and the A212/A2218 from Sydenham to Bellingham. Locations with particular accident concentrations include:

<sup>11</sup> See reports from the School of Hygiene and Tropical Medicine

- | the A2 at New Cross Gate
- | the junction of the A2 (Shooters Hill Road) and Prince of Wales Road
- | the junction of the A20 and A21 at Lewisham rail station
- | the junction of the A20 and Lee Road/Burnt Ash Road
- | the junction of the A21 (Bromley Road) and Randlesdown Road near Bellingham rail station

FIGURE 4.1 ROAD TRAFFIC COLLISIONS (2006-2008)



### Public Transport safety and security

Data from the British Transport Police shows that in 2009/10 Lewisham had 238 violent incidences recorded on the transport system. Violent incidences include racial violence, assault, threatening behaviour and possession of a weapon.

Lewisham ranks as the borough with the 12<sup>th</sup> most incidences in the capital. When considering incidents of possession of a weapon on public transport Lewisham ranks as the borough with the 3<sup>rd</sup> highest number of incidences in 2009/10.

*Issues and Opportunities*

<b>Issues</b>
<ul style="list-style-type: none"> <li>• Accident blackspots with a high proportion of serious accidents at the following locations: <ul style="list-style-type: none"> <li>• the A2 at New Cross Gate</li> <li>• the junction of the A2 (Shooters Hill Road) and Prince of Wales Road</li> <li>• the junction of the A21 (Bromley Road) and Randlesdown Road near Bellingham rail station</li> </ul> </li> <li>• High number of instances of possession of a weapon on public transport recorded by transport police</li> </ul>
<b>Opportunities</b>
<ul style="list-style-type: none"> <li>• Work in partnership with TfL through road safety awareness and physical measures to reduce number of serious accidents, particularly at problem junctions and stretches of road where speeding is prevalent</li> <li>• Work with TfL and borough partners to promote trials and technology development, such as average speed cameras and intelligent speed adaptation technologies</li> <li>• Continued investment in cycle training to develop safe behaviour</li> <li>• Work in partnership with the community safety sector and police to lower the annual incidences of possession of a weapon on public transport to average for London boroughs or lower</li> <li>• Continue partnership between the borough, police and TfL to bring events including 'Safer Transport Action Day' to provide specific, targeted advice</li> </ul>

## Clean, Green and Liveable

- 4.12 The Council’s Sustainable Community Strategy has prioritised *“clean, green and liveable”* as one of its five broader goals, broadly covering better housing and improving the local environment. In transport terms, this translates to the natural environment, open spaces and emissions. The goal is replicated within the LIP, with the supporting objectives to *“enhance Lewisham’s natural environment and open spaces”*, and *“create a low emissions transport system and a resilient transport network”*. These are consistent with the aspirations within the Mayor’s Transport Strategy, specifically the MTS goal to ‘enhance the quality of life for all Londoners, with supporting challenges on enhancing the built environment and air quality’, and further MTS goal to ‘reduce transport’s contribution to climate change and improve its resilience’, and related supporting challenges. These objectives and accompanying solutions also closely relate to the Sub-Regional Transport Plans, with the East SRTP emphasising supporting the efficient movement of freight and addressing public transport crowding, congestion and reliability. Where these challenges are not met, the quality of the local environment and ability to reduce emissions is compromised. In achieving these objectives, we will work towards reducing carbon emissions, air pollutants, and noise from transport, work in partnership to promote greater vehicle efficiency and new technologies, and minimise disruption to the transport network from poor weather.

Objectives	Outcomes
Enhance Lewisham's natural environment and open spaces	Improved green infrastructure links and access to parks and open spaces
Create a low emissions transport system and a resilient transport network	<p>Reduced carbon emissions from transport</p> <p>Reduced air pollutants from transport</p> <p>Less disruption to the transport network from poor weather</p> <p>Reduced reliance on the private car and greater uptake of more sustainable modes of travel</p> <p>Greater vehicle efficiency and adoption of green technologies</p>

## Natural environment and open spaces

- 4.13 Lewisham’s natural environment and open spaces are of critical importance in protecting the borough’s biodiversity system and promoting community cohesiveness. As an inner London borough, Lewisham’s natural environment and

open spaces need to be carefully balanced with the pressures from population growth and demands for new development. Open space makes up almost 20% of the borough's land area (689 ha), with 415 ha classified as Public Open Space. A further breakdown, as outlined in the Spatial Strategy and LDF, is as follows:

- | 373 ha are classified as parks (132 )
- | 72 ha are classified as semi-natural greenspace
- | 90 ha are classified as green corridors (rail side land)
- | 521 ha are designated as Sites of Importance (natural and semi-natural conservation Importance)
- | 25 ha are classified as allotments and community gardens
- | 53 ha are classified as cemeteries and churchyards

Based on TfL's Access to Transport Opportunities (ATOS) data, access to open space is generally good across the borough, irrespective of mode.

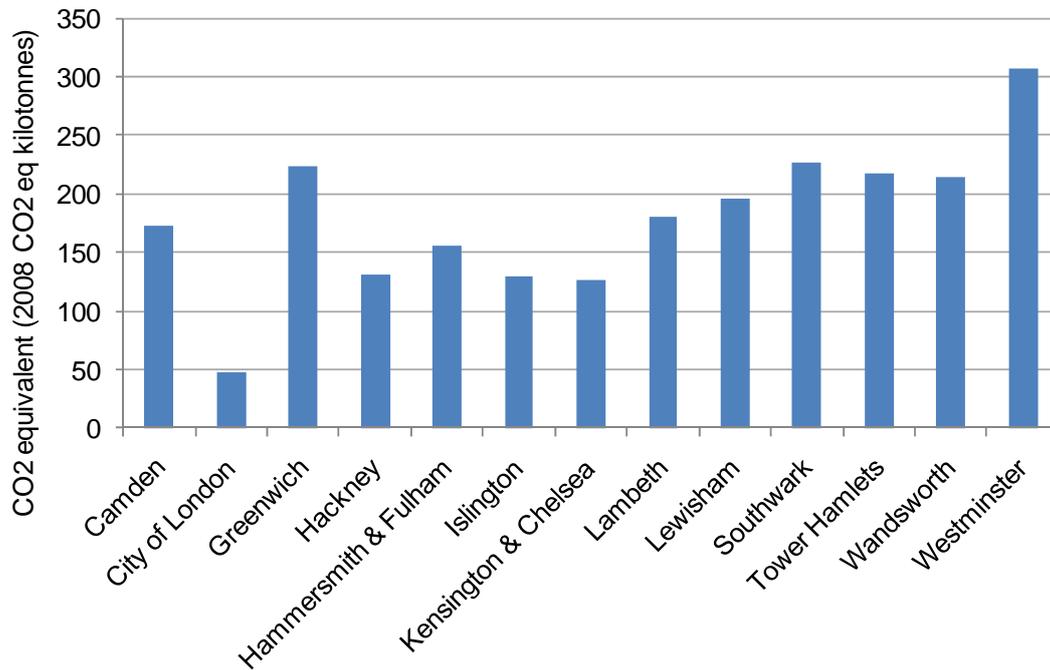
*Issues and Opportunities*

<b>Issues</b>
<ul style="list-style-type: none"> <li>• Pressure for economic growth and population change in inner London will place stress on the natural environment and open spaces</li> <li>• Transport funding is historically prioritised and focused on the local road network rather than links to open spaces</li> </ul>
<b>Opportunities</b>
<ul style="list-style-type: none"> <li>• Enhance sustainable transport links to parks and open spaces</li> <li>• Fully utilise the borough's rich open space to encourage outdoor activities and physical exercise</li> </ul>

**Transport emissions and air quality**

- 4.14 Reducing emissions from transport is a major priority for both central government and the London Mayor. London's total CO<sub>2</sub> emissions in 2005 were 50 million tonnes or 9% of the total UK. To combat this, the Mayor has set a target of a 60% reduction overall in London's CO<sub>2</sub> by 2025, from a 1990 base. To help deliver this, Lewisham and other London boroughs are working towards their own related CO<sub>2</sub> target, reflecting the role in helping reduce the need to travel and encouraging modal shift to more sustainable modes of travel, including walking, cycling and public transport; greater vehicle efficiency, particularly for its own fleet; and promotion of alternative fuels and uptake of new vehicle technologies.
- 4.15 Of the total CO<sub>2</sub> emissions for Lewisham, 18% is from ground-based transport. Figure 4.2 shows the ground-based transport CO<sub>2</sub> emissions for inner London boroughs, of which Lewisham has the 6<sup>th</sup> highest transport emissions (of 13 inner boroughs) at 196 kilotonnes.

FIGURE 4.2 GROUND BASED TRANSPORT CO<sub>2</sub> EMISSIONS BY INNER LONDON BOROUGH



Source: TfL, 2009

4.16 Congestion on the borough's road network means that transport is a major contributor to poor air quality. Poor air quality has health impacts (as covered in the next goal section), especially particulate matter which contributes to cardiovascular and respiratory diseases, as well as of lung cancer. The journey to work is an important trip generator, particularly considering just 31% of the borough workforce are employed in the borough (Lewisham Employment Land Study, 2008), with the remained commuting out of the borough to work. Population growth and development will continue to place pressures on achieving improvements in air quality.

4.17 Lewisham has an Air Quality Management Plan (AQMP) covering its five air quality management areas (AQMA) in the borough<sup>12</sup>, as declared in June 2001. The Plan sets out the emissions in each AQMA, focusing on Nitrogen dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>), and actions to improve air quality. The Borough's AQMA's are:

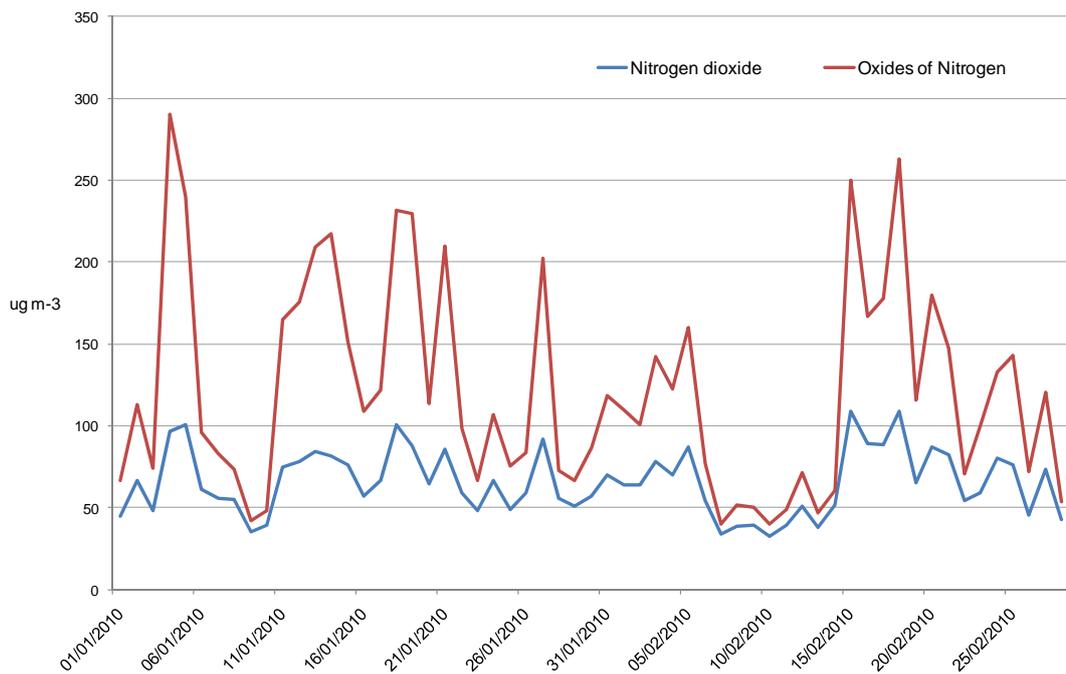
- I One large AQMA in the north of the borough from New Cross Road up to the River Thames.
- I A further three AQMA's covering the ward areas of Blackheath, Lewisham Central, Brockley and Lee Green.

<sup>12</sup> Lewisham Air Quality Action Plan, 2008

I A fifth AQMA containing the remaining roads where air quality objectives were exceeded for nitrogen dioxide and particulates, but which did not fit into one of the above AQMAs. These are known as 'ribbon roads'.

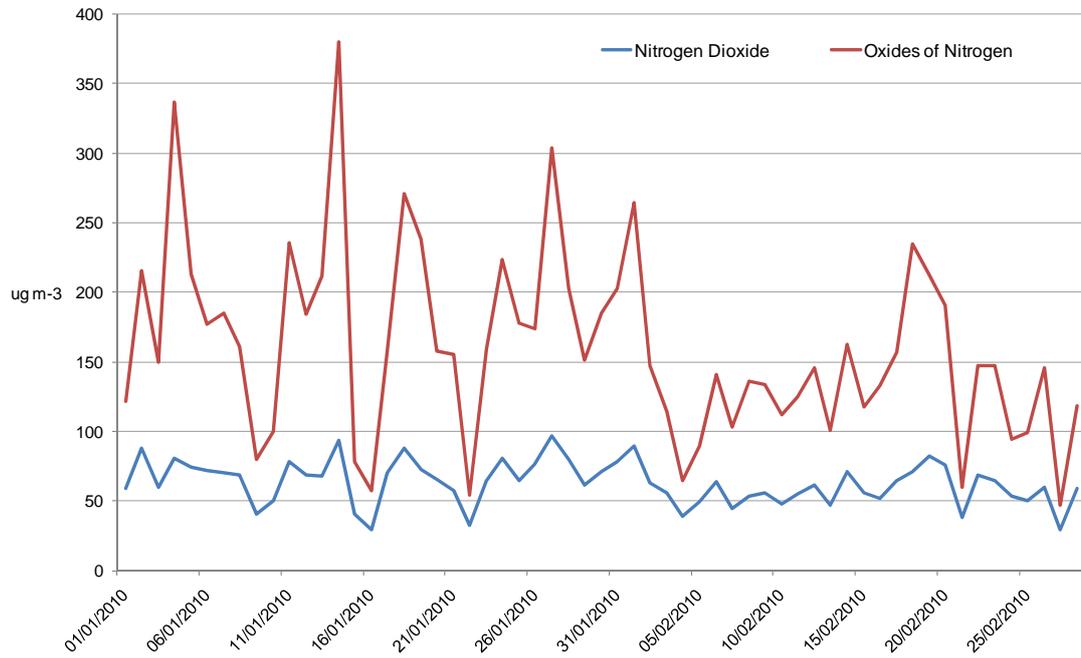
4.18 Two air quality monitoring facilities in Lewisham, at Catford and New Cross, monitor levels of pollutants in the borough. The following graphs display the level of nitrogen dioxide and other oxides of nitrogen detected at the Catford and New Cross sites respectively.

**FIGURE 4.3 AVERAGE DAILY LEVELS OF NITROGEN DIOXIDE AND OXIDES OF NITROGEN, CATFORD 2010**



Source: London Air Quality Network, 2010

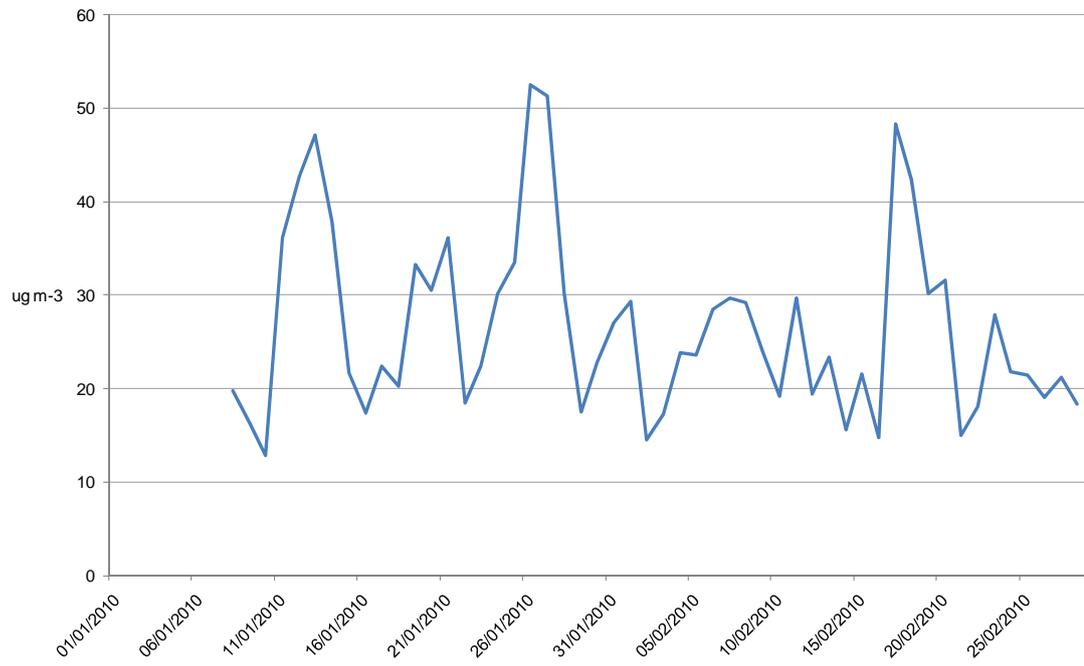
FIGURE 4.4 AVERAGE DAILY LEVELS OF NITROGEN DIOXIDE AND OXIDES OF NITROGEN, NEW CROSS 2010



Source: London Air Quality Network, 2010

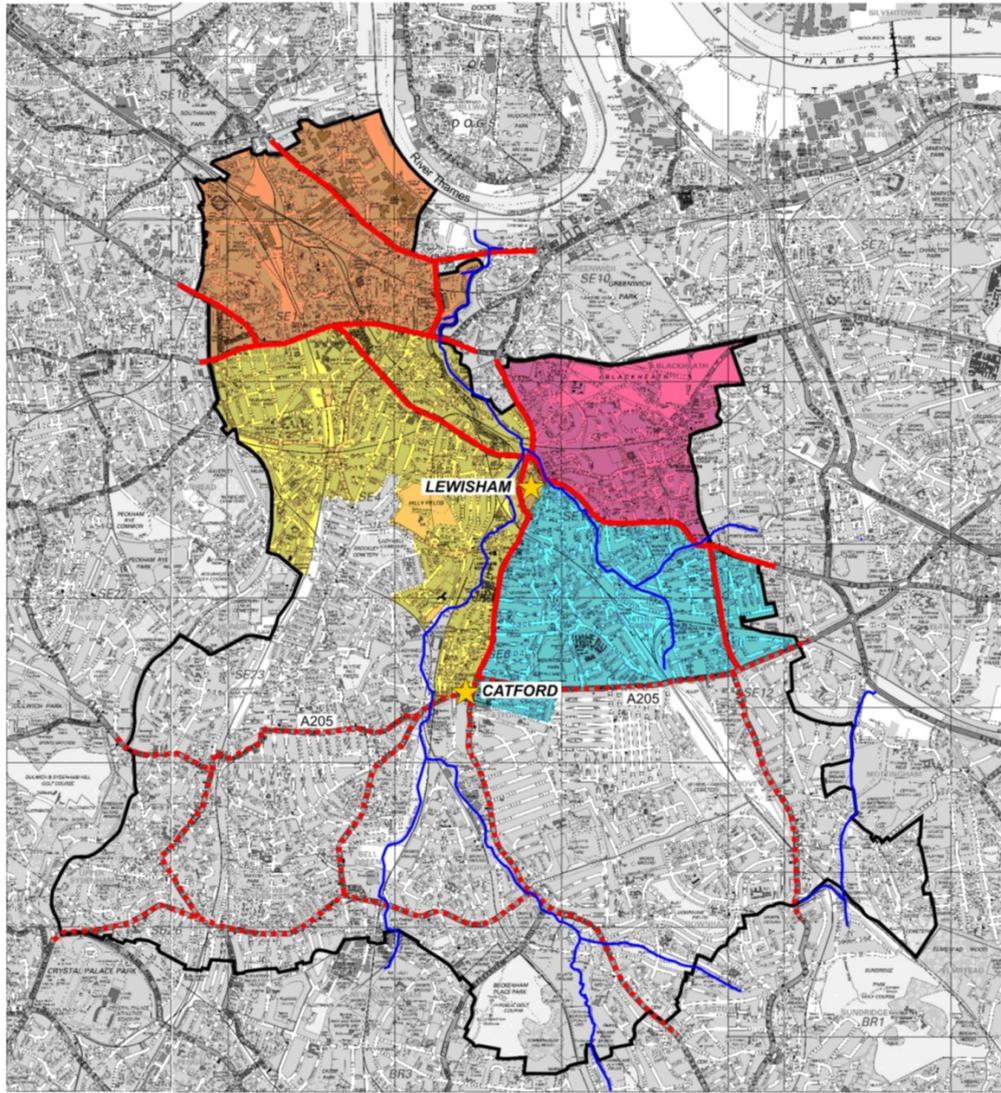
- 4.19 The New Cross facility also permits monitoring of the levels of finer particles, known as PM<sub>10</sub>. These particles can be inhaled deeply and are more likely to have a toxic effect than larger particles (London Air Quality Network, 2010). Figure 4.5 plots the levels of particle matter at the New Cross site.

FIGURE 4.5 AVERAGE DAILY LEVELS OF PARTICLE MATTER (PM10), NEW CROSS 2010



Source: London Air Quality Network, 2010

# Environmental Management



© Collins Bartholomew 2005

- Borough Boundary
- Rivers
- ★ Key Town Centres

### Air Quality Management Areas

- AQMA 1
- AQMA 2
- AQMA 3
- AQMA 4
- AQMA 5

Geographic Information & Research 2009  
Barts Environmental AQMA Map.cdr

## Disruptions to the transport network due to poor weather

- 4.20 Poor weather can cause disruption to transport services, both across the road and rail network. This is particularly acute, given recent winter snowfalls which have seen Lewisham, in common with the rest of London and the country, face serious disruption to the transport network. Following disruption to bus services in February 2009 caused by heavy snow, one area of co-ordination where improvements were recommended was in the identification of key roads and areas for gritting. It was accepted that the focus of winter maintenance should be on keeping transport services up and running. In cases of very severe weather lasting several days, however, it was suggested that there may be some benefit in concentrating initial efforts on the clearance of key roads, thereby allowing at least a small number of partial public transport services to run<sup>13</sup>.

## Reliance on the private car

- 4.21 Travelling by low emissions modes, such as walking and cycling and public transport can help contribute towards a reduction in the amount of emissions from the transport sector. Lewisham's residents make an average of 2.2 trips per day, travelling a straight line distance of 11.9km<sup>14</sup>. These averages are slightly lower than other inner London boroughs such as Camden, where residents make an average of 3.1 trips per day and travel a straight line distance of 14.0km. Fewer trips and shorter journeys by Lewisham's residents suggest that measures to encourage modal shift to walking or cycling could achieve significant results to lower emissions.
- 4.22 The baseline mode share for walking in Lewisham is 28%, and cycling is 2%<sup>15</sup>. Walking mode share for Lewisham is the second lowest for the inner London boroughs, ahead of only Greenwich, which has a mode share of 26%. Cycling mode share is broadly comparable with all other London boroughs, where the figure ranges from 0-4%.
- 4.23 The length of travel to work trips for Lewisham residents differs by ward. The graph which follows shows, for each ward, the proportion of workers who travel under 2km and between 2km and 5km to work. When encouraging an increase in walking and cycling to work, this information can help in targeting those locations where people are currently making travel to work trips which could be switched to walking (under 2km) and cycling (between 2km and 5km).

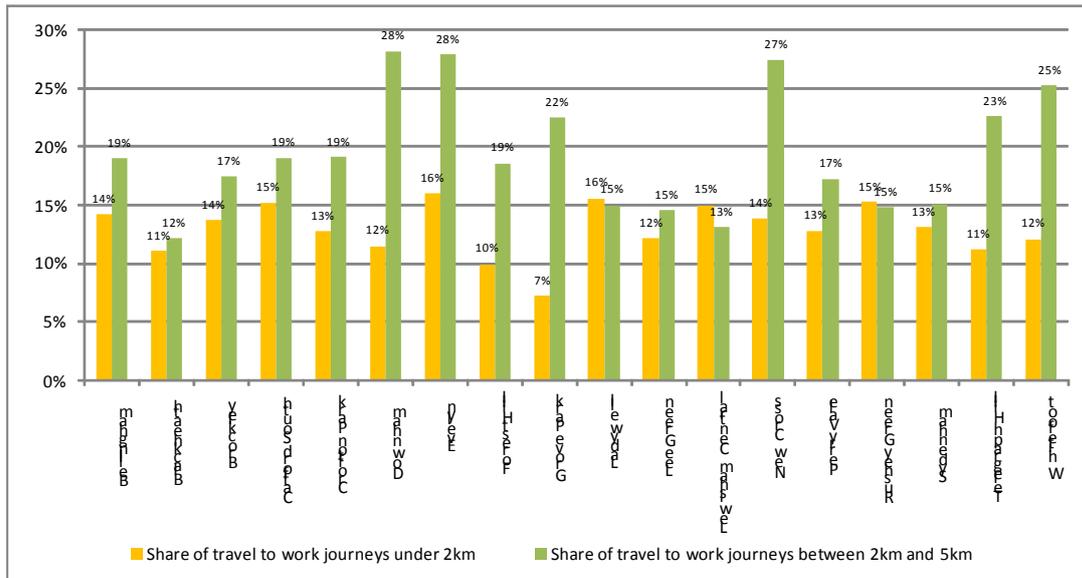
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<sup>13</sup> House of Commons Transport Committee, The effects of adverse weather conditions on transport, Fourth Report of the Session 2008-9

<sup>14</sup> Travel in London, Key Trends and Developments, TfL, 2009

<sup>15</sup> Travel in London, Key Trends and Developments, TfL, 2009

FIGURE 4.6 TRAVEL TO WORK DISTANCE BY WARD



Source: Office for National Statistics, Census 2001 - travel to work

- 4.24 Private car ownership levels in the borough are indicative of the borough's location on the periphery of the inner London boundary. The average proportion of households with access to a car has steadily risen from 42% in 1971, 50% in 1981, 53% in 1991 to just under 57%<sup>16</sup> in 2001.
- 4.25 Private car ownership levels vary significantly by ward throughout the borough. Wards in the north of the borough (Brockley, Evelyne, New Cross, Lewisham Central and Telegraph Hill) show lower levels of car ownership than the rest of the borough<sup>17</sup>, and are therefore more dependent on public transport provision.

**Greater vehicle efficiency**

- 4.26 Lewisham is within the London Low Emission Zone so currently vehicles above 3.5 tonnes need to be Euro III standard as a minimum. This will be extended to additional vehicles in January 2012. The higher the Euro standard, the fewer the emissions of Nox and PM10. Lewisham has been working to meet the Euro V standard for all of its own fleet vehicles. The efficiency of a vehicle depends on a range of factors including the size of the engine, the load, fuel type and driver behaviour.

<sup>16</sup> 2001 Census

<sup>17</sup> Sustainability Appraisal and Strategic Environmental Assessment, Lewisham, 2010

### *Issues and Opportunities*

Issues
<ul style="list-style-type: none"><li>• Road transport emissions in Lewisham are 6th for all inner London boroughs and reducing current levels poses a number of challenges</li><li>• Comparatively low levels of walking in Lewisham has health implications</li><li>• Dependency on the car is higher than other inner London boroughs, adding to congestion, poor journey time reliability and affecting economic growth</li><li>• Overall, vehicle trips have increased in the borough from 1993 to 2008, despite modest investment in sustainable transport measures</li><li>• Poor air quality, particularly at monitoring site locations, poses a number of health risks</li></ul>
Opportunities
<ul style="list-style-type: none"><li>• To limit the impact of population and traffic growth on the natural environment</li><li>• To switch short car trips to walking and cycling</li><li>• To increase walking and cycling mode share both through promotion of sustainable travel, behaviour change and improvements to cycle and walking routes</li><li>• To facilitate reductions in car dependency and encourage reductions in car ownership and car trips through expanding the availability of car club vehicles</li></ul>

## Healthy, active and enjoyable

- 4.27 Improving the health of Lewisham’s residents is a key priority for the Council and is one in which transport can play an important role. The Sustainable Community Strategy has *“healthy, active and enjoyable”* as one of its six goals, and this has been replicated in this Local Implementation Plan through the LIP objective to *“support and promote healthier and more physically active lifestyles.”*
- 4.28 Improving health through maximising the health benefits afforded by positive transport choices is a challenge highlighted in the Mayor’s Transport Strategy underneath the overarching MTS goal to *“enhance the quality of life of all Londoners”* Our work to meet the LIP goal *“healthy, active and enjoyable”* will therefore be fully aligned with the Mayor’s Transport Strategy goal of improving quality of life. Similarly, this objective and accompanying solutions are influenced by the East Region Transport Plan which includes challenges to Improving connectivity to, from and within key locations and address public transport crowding, congestion and reliability.
- 4.29 To date, interventions to improve health have comprised a mix of ‘hard’ and ‘soft’ measures: network and infrastructure improvements which prioritise pedestrians and cyclists; and behaviour change interventions, including work and school travel plans and better information provision, which encourage residents to make use of the existing walking and cycling network for leisure and every day journeys.
- 4.30 As the walking and cycling network develops over time through infrastructure improvements it is likely that the longer term focus of investment will be more heavily weighted towards behaviour change interventions that encourage more active modes of travel.

Objective	Outcomes
Support and promote healthier and more physically active lifestyles	<p>Reduced car dependency and a shift to more sustainable travel - walking and cycling</p> <p>Improved network of cycling and walking routes and links to town centres and open spaces</p> <p>Reduced levels of obesity, increased levels of physical activity, particularly in more deprived areas</p>

### *Air quality and health*

- 4.31 As noted previously, Lewisham has excellent road connections to both central London and locations further south and east via radial and orbital routes. However, the combination of good strategic highway routes, other surface based transport connections (rail, local routes) and a high mode share for car and motorcycle (38%<sup>18</sup>) results in high levels of air pollution, as detailed in the previous section. .
- 4.32 The link between air pollution and ill health is well known: a report by the Institute of Occupational Medicine for the Greater London Authority (GLA) states that higher concentrations of fine particles (from transport, domestic and industrial sources) in the air can aggravate respiratory and cardio vascular conditions such as asthma and Chronic Obstructive Pulmonary Disease (COPD), and can contribute in the long term to other forms of illness such as lung cancer.
- 4.33 It is estimated that fine particles had an impact on mortality equivalent to over 4,000 deaths in London in 2008, and of this total 153 attributable deaths occurred in Lewisham<sup>19</sup>.
- 4.34 Managing air quality through Lewisham's five Air Quality Management Areas (AQMAs) (as shown above) is therefore essential, but management alone is unlikely to achieve a significant reduction in the levels of harmful pollutants in the air and must therefore be combined with interventions to reduce road traffic, particularly the volume of car trips.
- 4.35 As an example, a report published by Cycling England in 2009 refers to research which suggests that a tenfold increase in cycling from car use could save up to 750,000 tonnes of carbon monoxide, 100,000 tonnes of nitrogen dioxide, and 16 million tonnes of carbon dioxide from being emitted into the atmosphere<sup>20</sup>.
- 4.36 Behaviour change interventions which encourage a substantial shift from car travel to non-polluting modes such as walking and cycling will therefore have a positive contribution towards a reduction in mortality rates associated with long term exposure to increased levels of fine particles.

### *Inactivity and health*

- 4.37 Health problems related to sedentary lifestyles are a major issue across the UK, and it is estimated that health conditions and diseases associated with or exacerbated by long term inactivity cost £8.2 billion in 2002<sup>21</sup>.
- 4.38 A sedentary lifestyle can increase the risk of heart disease, stroke and colon cancer<sup>22</sup>, and increases the probability of obesity and associated health problems. Research suggests that physical inactivity equates to a relative risk of two for coronary heart disease (the risk of contracting coronary heart disease is twice as

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<sup>18</sup> TfL, 2009

<sup>19</sup> Report on estimation of mortality impacts of particulate air pollution in London, Institute of Occupational Medicine, 2010

<sup>20</sup> Cycling and Health - What's the evidence?, Cavill and Davis, 2009

<sup>21</sup> Valuing the Benefits of Cycling, SQW, 2007

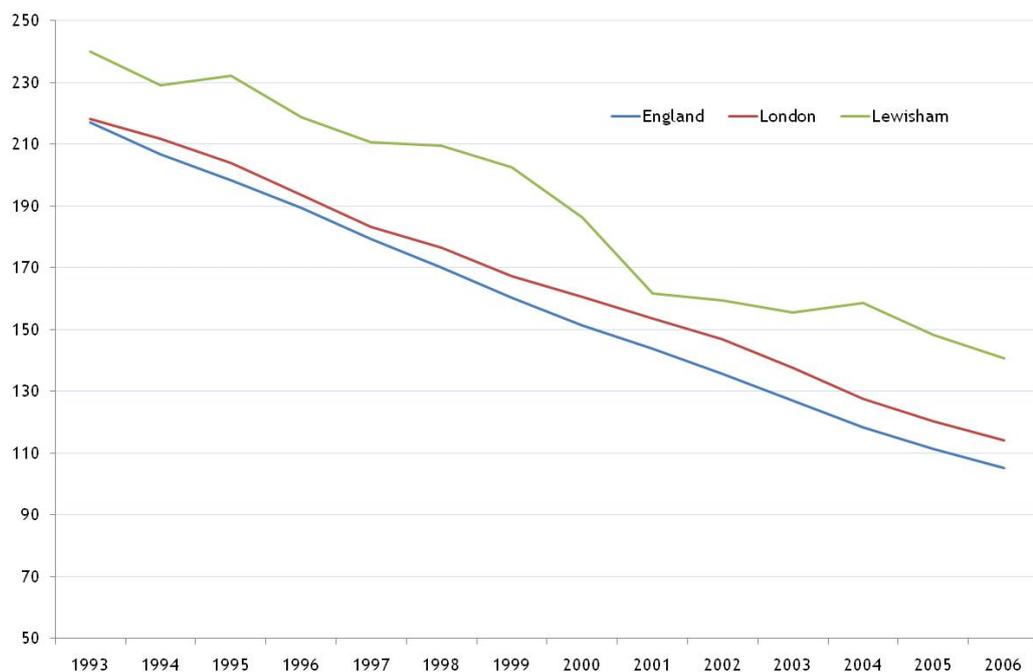
<sup>22</sup> Valuing the Benefits of Cycling, SQW, 2007

likely), equivalent to the risk associated with smoking or excessive alcohol consumption<sup>23</sup>.

4.39 Like the rest of the UK population, Lewisham's residents are at risk from increasingly sedentary lifestyles and low levels of physical activity. Indeed, rates of premature deaths from circulatory disease and the rate of childhood obesity are already higher in Lewisham than the England and London averages.

4.40 Figure 4.7 shows deaths as a result of circulatory diseases for Lewisham, comparing to England and London averages. It is clear that premature death rates from circulatory diseases in Lewisham remain substantially above both the England and London average - for the years 2006 to 2008, premature mortality from circulatory diseases was a third higher than the average for England. Whilst there has been a steady decline in premature mortality from circulatory diseases in Lewisham since the mid 1990s, the gap between the rates in Lewisham and England or London as a whole has shown no evidence of declining.

**FIGURE 4.7 THREE YEAR MOVING AVERAGE MORTALITY FROM ALL CIRCULATORY DISEASES AMONG PERSONS UNDER 75, PER 100,000 POPULATION**

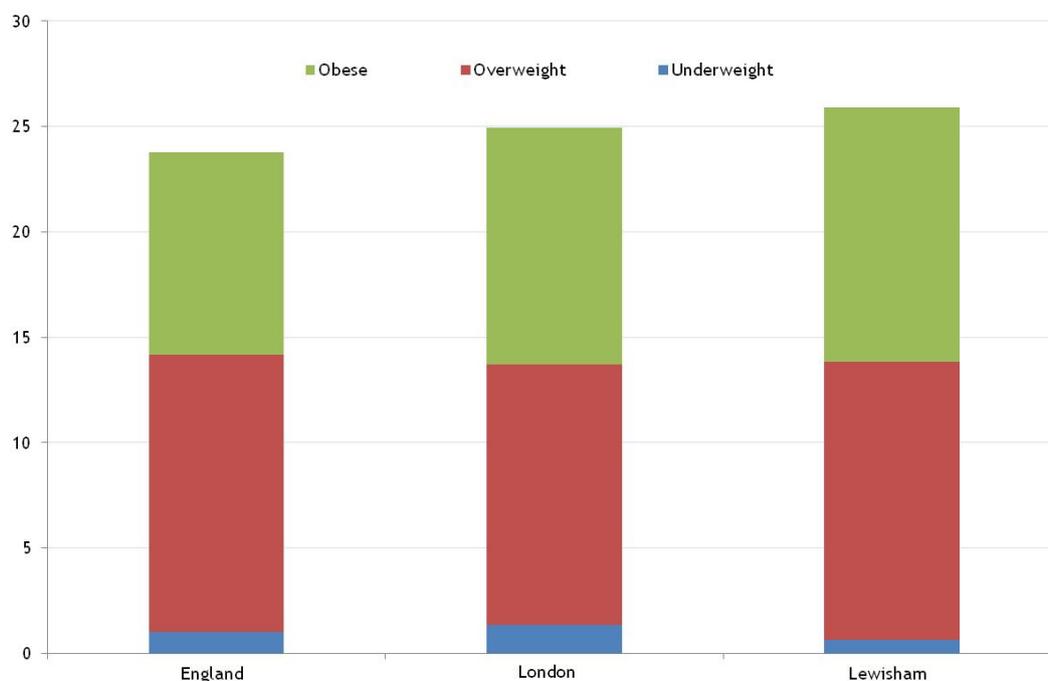


4.41 *Healthy Weight, Healthy Lives: A Cross-Government Strategy for England*, published in 2008, focused initially on the rising tide of obesity among children. This gave rise to the National Child Measurement Programme (NCMP) for England, which weighs and measures children in the school reception year (usually aged 4-5 years) and again in year 6 (typically aged 10-11 years). The programme provides statistics at national, regional and local levels and figure 4.8 provides details of the proportion of underweight, overweight and obese children during the reception year.

<sup>23</sup> Cycling and Health - What's the evidence?, Cavill and Davis, 2009

4.42 In both the reception year and in year 6, the total number of children not of a healthy weight is higher in Lewisham than in both London and England. Childhood obesity is a particular problem in Lewisham. For example, during the academic year 2008/2009, 22% of year 6 students in Lewisham were classified as obese, compared to 18% in England as a whole.

**FIGURE 4.8 PERCENTAGE OF UNDERWEIGHT, OVERWEIGHT AND OBESE CHILDREN, RECEPTION YEAR, ACADEMIC YEAR 2008/2009**



Source: National Child Measurement Programme for England, 2009

4.43 Poor health through physical inactivity is therefore a significant issue in Lewisham, and one which has impacts on both quality of life and the economy in terms of increased costs of managing and treating chronic disease.

4.44 Studies show that the level of physical activity needed to deliver health benefits are relatively modest; the Chief Medical Officer recommends one hour of moderate activity for children per day, and for most adults 45-60 minutes of moderate activity per day is necessary to prevent obesity<sup>24</sup>.

4.45 Transport choice therefore has an important role to play in improving health and preventing the poor health associated with sedentary lifestyles. Encouraging Lewisham's residents to increase their levels of physical activity through better transport choices is a relatively simple intervention that will deliver real health benefits: walking or cycling to school, college or work and for other everyday trips means that exercise is easily incorporated into everyday life.

4.46 Increasing the number of trips walked or cycled in Lewisham is an important intervention which could yield a number of quick wins. As detailed in the next section, Lewisham's mode share for walking and cycling is below the inner London

<sup>24</sup> Cycling and Health - What's the evidence?, Cavill and Davis, 2009

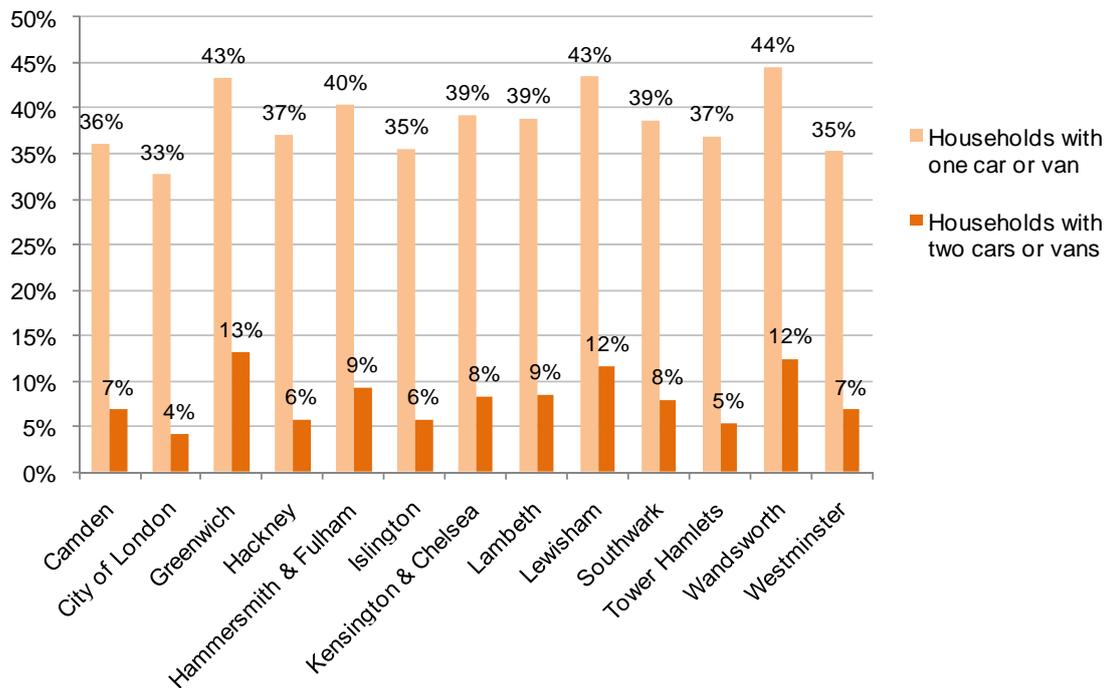
average (30% total), and residents use on the car for 38% of trips. This is despite a high percentage of trips being of walking or cycling distance (under 2km, between 2km and 5km respectively). Journey to work analysis in the previous section shows that in certain wards there are a high percentage of trips that could be walked or cycled: in Evelyn, 28% of all journey to work trips are of a cyclable distance, and this figure is similarly high in Grove Park (22%) and New Cross (27%). Behaviour change interventions across Lewisham are therefore likely to be particularly appropriate.

*Reduced car dependency and a shift to more sustainable travel*

4.47 As discussed, better transport choices will have real health implications in terms of managing air quality and increasing levels of physical activity across the borough. However, a current reliance on the private car and a below average level of walking and cycling means that interventions will need to be targeted and long term to ensure that modal shift is significant and sustained.

4.48 Residents in Lewisham rely more heavily on the car than residents in other inner London boroughs. Figure 4.9 shows the percentage of households with one and two cars or vans for all inner London boroughs. 43% of all households in Lewisham have one car or van, and a further 12% have two cars or vans. These figures put Lewisham behind only Wandsworth and Greenwich in terms of car ownership per household in the inner London boroughs.

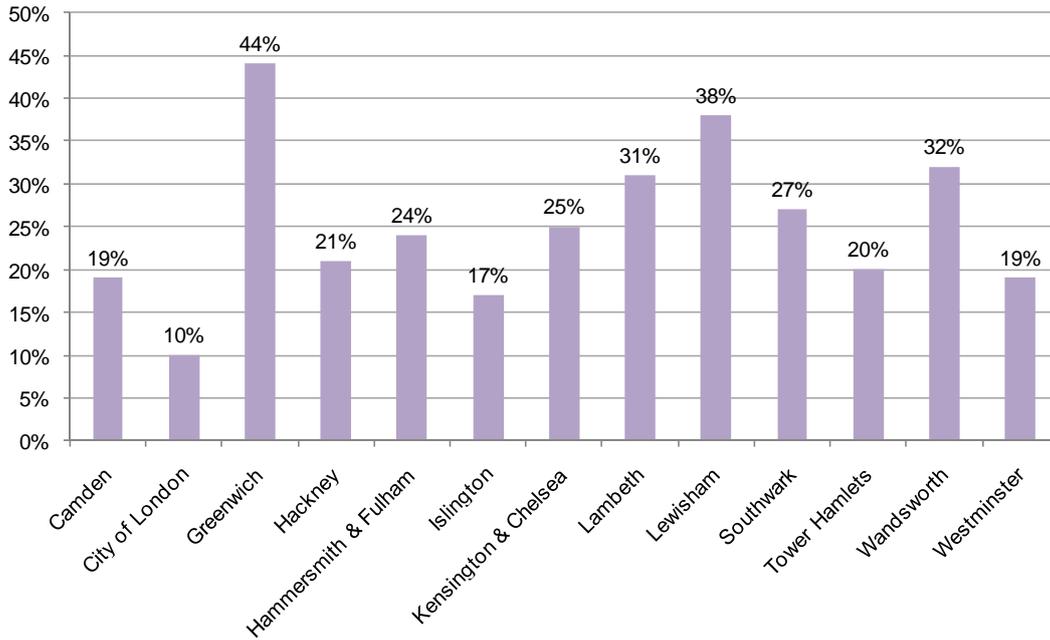
**FIGURE 4.9 CAR OWNERSHIP PERCENTAGES BY HOUSEHOLD**



Office for National Statistics, 2001

4.49 Mode share for the car provides a further indicator of car dependency. As shown in Figure 4.10, mode share for the car (and motorcycle) in Lewisham is the second highest of the inner London boroughs at 38%, behind Greenwich at 44% of trips and ahead of Wandsworth at 32% of trips.

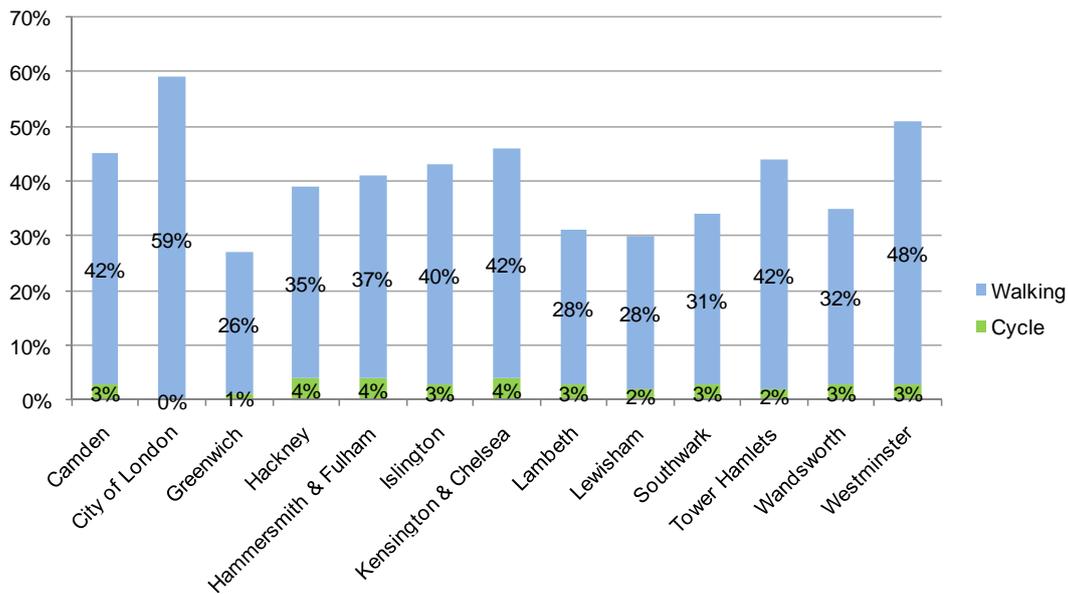
FIGURE 4.10 CAR AND MOTORCYCLE MODE SHARE BY BOROUGH OF RESIDENCE



TfL, 2009

- 4.50 Mode share for walking in Lewisham is 28%, compared to 30% for London as a whole and 36% for Inner London. A lower proportion of trips are made by foot in Lewisham than any other inner London borough, with the exception of Lambeth, and levels of walking in Lewisham are in fact most akin to the typical outer London borough.
- 4.51 Mode share for cycling in Lewisham starts from a baseline of 2%. This is in line with the average for all London, but lower than the average for Inner London which is 3%. Among all London boroughs, it ranks 8<sup>th</sup> in terms of cycle use. Figure 4.11 shows walking and cycle mode share for all inner London boroughs.
- 4.52 It is worth noting that south London boroughs tend to have a greater dependency on the car, arguably due to the superior public transport provision in north London boroughs.

FIGURE 4.11 WALKING AND CYCLE MODE SHARE BY BOROUGH OF RESIDENCE



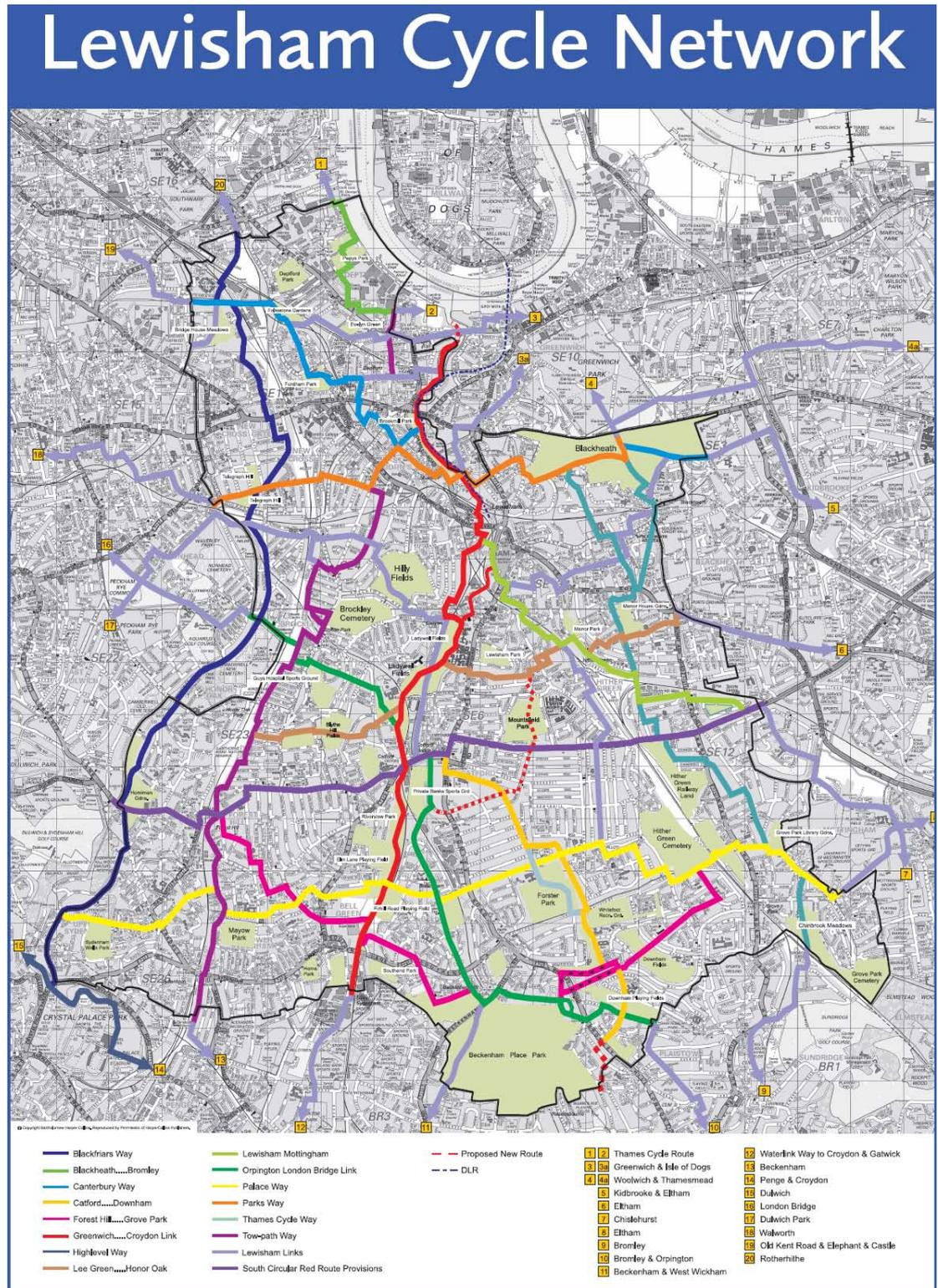
TfL, 2009

### The walking and cycling network

- 4.53 Realising the health benefits of better transport choices and reducing reliance on the private car will require a number of network improvements to make the urban realm a safer and more attractive walking and cycling network, in addition to behaviour change interventions. This work is ongoing, but builds on the basis of the existing network across the borough, and is supported by information provision and travel planning for schools, workplaces, and new developments.
- 4.54 Lewisham has an extensive leisure walking network, characterised in part by a number of Greenway routes that pass through the borough or provide circular trails. By making improvements to the network, more people will be encouraged to transfer to active modes of travel.
- 4.55 The following Greenway routes go through Lewisham:
- | Capital Ring section 2, Falconwood to Grove Park.
  - | Capital Ring section 3, Grove Park to Crystal Palace Park.
  - | Green Chain Walk section 8, Mottingham to Beckenham Place Park.
  - | Green Chain Walk section 9, Mottingham or Chislehurst to Beckenham Place Park.
  - | Thames Path Nation Trail section 3, Tower Bridge to Greenwich and the Thames Barrier.
  - | Jubilee Greenway section 7, Greenwich to Tower Bridge.
- 4.56 The aim of Greenway routes is to provide a network of safe, quiet routes which provide opportunities for leisure, and promote walking and cycling as an alternative to the car for practical journeys to town centres, neighbouring communities and public open space.

- 4.57 Lewisham's network of cycling routes is shown in Figure 4.12. As the map shows, the network comprises shorter leisure routes linking with longer, national and pan London routes such as the Thames Cycle Route (National Cycle Network Route 4).
- 4.58 The routes provide good accessibility along key north south and east west axes within the borough through a variety of off road routes and quieter on road routes signed for cyclists.
- 4.59 There are plans for three of TfL's Cycle Superhighways to run through Lewisham. Cycle Superhighways provide a faster and safer direct route into Central London. The schemes also include smarter travel measures, such as secure cycle parking and cycle training. The Cycle Superhighways will be Route 4, from Woolwich to Tower Bridge; Route 5, from Lewisham to Victoria; and Route 6, from Penge to the City. Routes 4 and 5 pass through the north of the borough, whilst Route 6 passes through the south west corner of the borough.

FIGURE 4.12 LEWISHAM CYCLE ROUTES



### *Issues and Opportunities*

Issues
<ul style="list-style-type: none"><li>• Poor air quality and related health problems, including respiratory conditions</li><li>• Population suffers from relatively poor health and is relatively inactive</li><li>• Comparatively low life expectancy and high levels of premature deaths, including amongst infants</li><li>• High rates of child obesity, linked to high car dependency and low levels of physical activity, particularly walking</li><li>• High levels of deprivation, with links to poor health</li></ul>
Opportunities
<ul style="list-style-type: none"><li>• Promotion of a healthy and active population and Lewisham being an enjoyable place to live, such as through measures including travel planning</li><li>• Promote cycling, including through the cycle superhighways and extending the cycle hire scheme, and walking and integrate these objectives with wider travel opportunities to make physical activity an everyday choice</li><li>• Promote increased health through tackling economic and social deprivation</li><li>• Promote better health by addressing poor air quality, particularly at AQMAs, such as through Low Emission Zone enhancements as well as modal shift</li></ul>

## Dynamic and Prosperous

- 4.60 Improving the local economy is a key priority for the Council and is one in which transport can play an important role. The Sustainable Community Strategy has “dynamic and prosperous” as one of its six goals, and this goal has been replicated in this Local Implementation Plan to give similar emphasis to the local economy with the LIP objectives to *“Improve the quality and connectivity in and around town centres”* and *“Reduce congestion and maximise the efficiency of the transport network”*.
- 4.61 Supporting economic development and population growth is one of the goals highlighted in the Mayor’s Transport Strategy, with supporting challenges on sustainable population and employment growth, improved connectivity and transport of goods. . Similarly, this theme underpins the East London Sub Regional Transport Plan, which sets out the importance of improving connectivity, supporting efficient movement of freight, reducing barriers to travel and addressing congestion whilst improving journey time reliability.
- 4.62 A key aspect of this is to continue to invest in improvements to town centres to stimulate the local economy and improve the urban environment and accessibility. Furthermore, we need to maximise the efficiency of the transport network and ensure that congestion is minimised.

Objectives	Outcomes
Improve the quality and connectivity in and around town centres	Sustainable economic growth and regeneration, particularly around town centres
Reduce congestion and maximise the efficiency of the transport network	Improved journey time reliability

### **Improve the quality and connectivity in and around town centres**

- 4.63 The importance of improving the quality of the town centres and their connectivity is clear. It will attract businesses, investors, high quality retail, developers, workers and residents to the area, which will increase the vitality of the towns and ensure its economic survival in difficult times. Improving the viability and connectivity to town centres will help support the demands on the network from population growth to 290,631, employment assumed to be 84,734 and over 18,000 new homes by 2026 and its aforementioned impacts on crowding on rail services and congestion at large junctions, particularly in the north of the borough around Lewisham town centre.

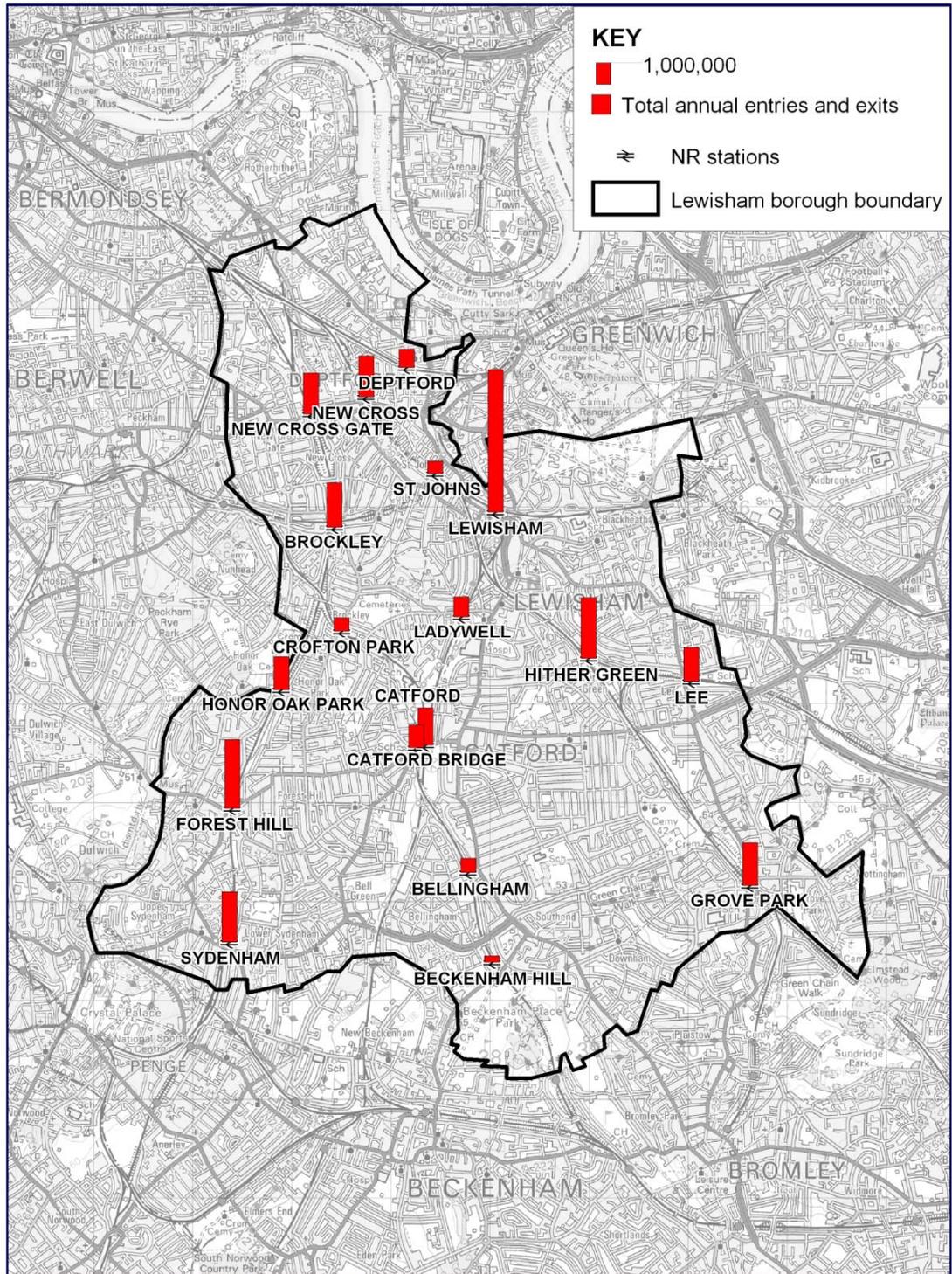
### *Town Centres*

- 4.64 Lewisham has two 'major' town centres as defined by the London Plan, Lewisham and Catford, both of which offer similar functions such as retail, commercial and entertainment. There are seven 'district' town centres, namely Blackheath, Deptford, Forest Hill, Lee Green, New Cross, Brockley and Sydenham. Typically these town centres emerged from being in historically well connected places where they would attract passing trade and were easily accessible. They are therefore naturally linked by the highway and public transport systems, to varying degrees. These town centres, by their busy nature, also carry high vehicle flows and suffer from high incidences of traffic accidents.
- 4.65 Lewisham also has two out of centre retail parks (Bell Green and Bromley Road/Ravensbourne Retail Park), and five 'neighbourhood centres' (Brockley Cross, Crofton Park, Downham Way, Grove Park, Lewisham Way). On top of this there are over 80 local parades of shops, and many street and farmers markets.

### *Connectivity*

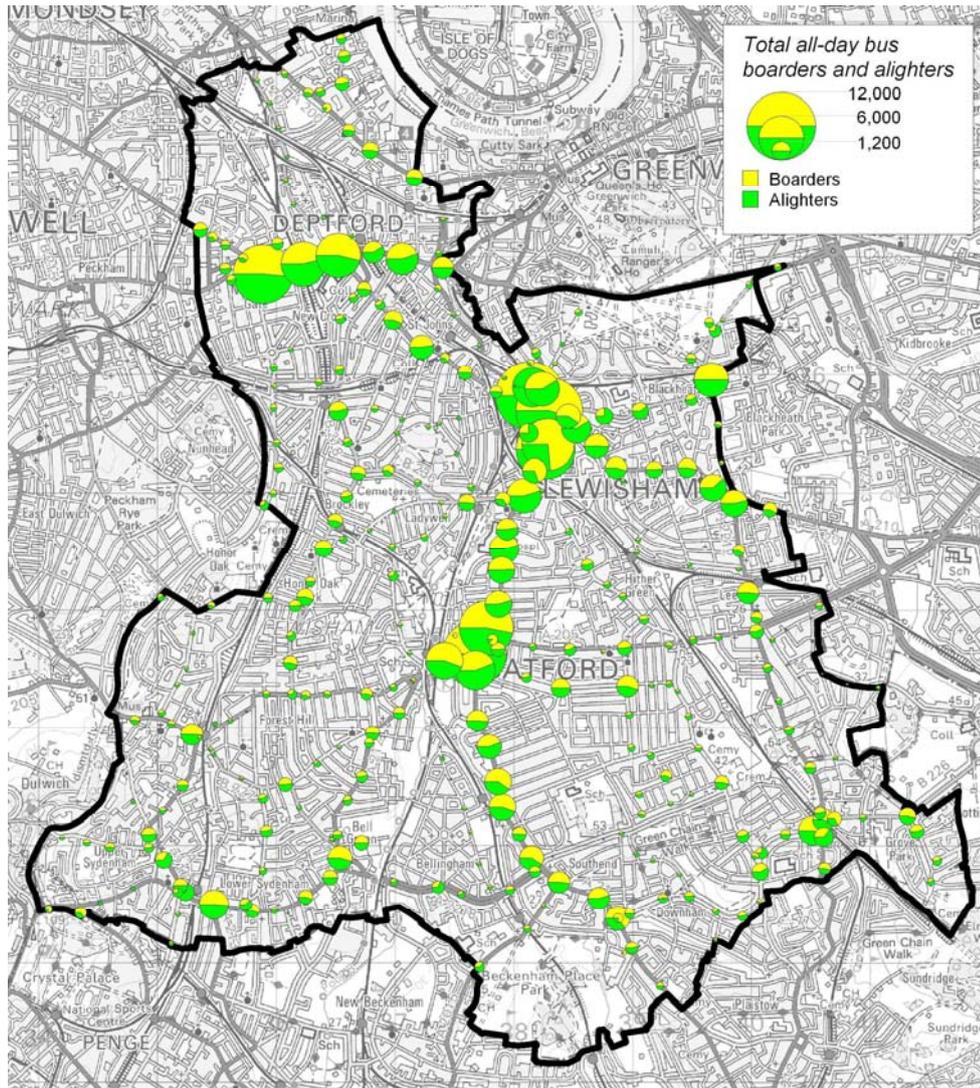
- 4.66 Lewisham town centre has a high degree of public transport connectivity. Its station is one of the busiest in the East London region as can be seen in the map below, with Southeastern train services to many central London termini (Cannon Street, Charing Cross, Waterloo East and Victoria). There are direct connections with 24 bus routes (43 if night and school services are included), as well as interchange with the DLR to Bank and Stratford.
- 4.67 The maps below showing train patronage (Figure 4.13) and bus boardings and alightings (Figure 4.14) show that although Catford is the next major centre in Lewisham borough, its public transport usage is much lower than Lewisham town centre, as it has much fewer services. However, Catford, as well as New Cross and Deptford do have relatively high bus boardings and alightings, and are quite well served by public transport.
- 4.68 The poorer served district town centres in terms of public transport are Blackheath and Lee Green.

FIGURE 4.13 NUMBER OF RAIL PASSENGERS AT LEWISHAM STATIONS 2008/09<sup>25</sup>



<sup>25</sup> LIP Part 1 V.1. Page 21 (BHS)

FIGURE 4.14 BUS BOARDINGS AND ALIGHTINGS IN LEWISHAM<sup>26</sup>

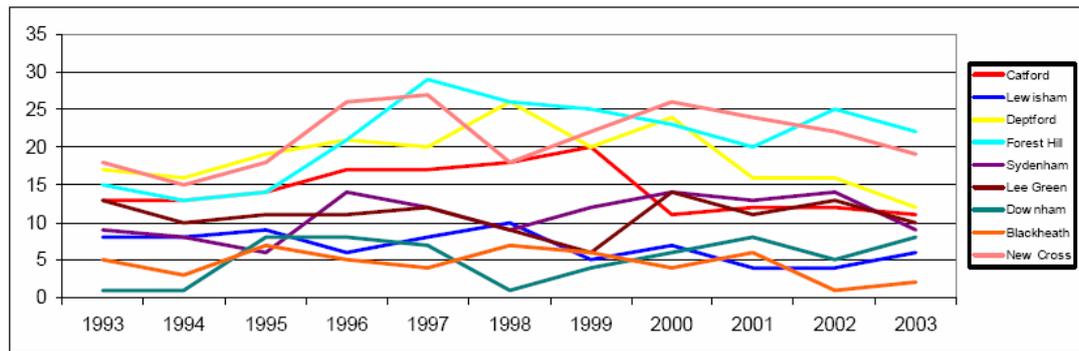


#### Quality within Town Centres

- 4.69 The trend in vacancy rates within the various town centres in the borough is given in the graph below. Although different centres have difference circumstances, there is a general upward trend between 1993 - 1997, where some peaked at almost a 30% vacancy rate. This was followed by a gradual decline in the vacancy rates towards 2003. [insert updated data] The town centres with the lowest rates are consistently Blackheath, Lewisham and Downham.

<sup>26</sup> LIP Part 1 v1, page 20.

FIGURE 4.15 VACANCY RATES IN LEWISHAM'S TOWN CENTRES<sup>27</sup>



4.70 The recent Retail Capacity Study<sup>28</sup> (2009), Lewisham as a shopping centre ranks 156<sup>th</sup> nationally (significantly lower than nearby Croydon, which is 20<sup>th</sup>, and Bromley, which is 32<sup>nd</sup>). Catford is significantly further down at 440<sup>th</sup>, and of the 'district town centres', Blackheath performs the best, at 894<sup>th</sup>, whereas Downham is the lowest on the list, at 2,356<sup>th</sup>.

4.71 Lewisham achieves rents of £1,399 per sqm at 2008 which is much lower than its main competitor centres of Bromley at £2,530 per sqm, and Croydon at £2,906 per sqm.

4.72 Much can be done to uplift Lewisham's value and attractiveness. Two of the final recommendations of the Retail Capacity Study<sup>29</sup> was that the Council should pursue

- I "measures to improve accessibility and public transport to the defined centres to encourage more residents to shop within their nearest centre"
- I "the continued implementation of public realm improvements to improve the attractiveness of shopping environments within all centres"

*Future development:*

4.73 The major development projects already programmed to take place in Lewisham will contribute considerably to improving the quality and attractiveness of the borough. Those of note include the Lewisham Gateway project, which will deliver easier and better walking routes between the station and the high street, a new road layout and new commercial, retail and residential development. In Catford, the redevelopment of the former Catford Greyhound Stadium site and the Shopping Centre at Catford will create a much improved retail offer. The reopening of Convoys Wharf to provide a sustainable facility for the river transport of cargo in along with a new mixed use development will improve the urban environment as well as provide local jobs and new homes.

<sup>27</sup> LIP Part 1 Draft 1, page 22

<sup>28</sup> Lewisham Town Centre Retail Capacity Study, Nathaniel Lichfield & Partners, 2009

<sup>29</sup> Lewisham Town Centre Retail Capacity Study, pp 82

### *Issues and Opportunities*

Issues
<ul style="list-style-type: none"><li>• Lewisham's economy is one of the smallest (ranking at 30th out of 33 boroughs), despite having the third highest population</li><li>• Retail rents in Lewisham are low compared to some other locations in SE London</li><li>• Quality of urban environment has negative influence on potential investors (both residential and commercial)</li></ul>
Opportunities
<ul style="list-style-type: none"><li>• Improve quality and access to locations where economic growth is planned, especially around town centres</li><li>• Developments such as Lewisham Gateway become a catalyst to urban realm improvements</li><li>• Improvements to smaller town centres in borough to encourage economic development and to make walking and cycling trips more attractive</li></ul>

### **Reduce congestion and maximise the efficiency of the transport network**

- 4.74 Approximately 542,000 trips per day are made by Lewisham's residents<sup>30</sup>, and 41% of these are wholly contained within the borough<sup>31</sup>. The average number of trips per day is 2.2 and average distance travelled, 11.9km. This is lower than the London average which is 2.6 trips and 14.9km per day respectively. Several boroughs including Tower Hamlets have much lower levels of trip making (2 trips per day) and others including Wandsworth, Hammersmith and Fulham and Westminster have much higher levels of daily trip making. Nearby boroughs such as Greenwich and Newham had more similar trip rates and length, at 1.9km and 14km, and 2.3 and 11km respectively.
- 4.75 The number of trips does not tell the full story on congestion and network efficiency, however. It is important to look at average speeds and delay in the borough. Average speeds are low, at under 20km per hour in the morning peak. Lewisham is the slowest at all peak times, compared to many boroughs surrounding it, and well below the London average.

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<sup>30</sup> East London Transport Plan Challenges & Opps Appendix pp28 (original source: London Travel Demand Survey 2006/09)

<sup>31</sup> East London Transport Plan Challenges & Opps Appendix pp20 (original source: London Travel Demand Survey 2006/09)

**TABLE 4.2 AVERAGE SPEEDS (KM/HR) IN LEWISHAM COMPARED WITH NEARBY BOROUGH<sup>32</sup>**

Borough	AM peak	Inter peak	PM peak
Lewisham	19	22	19
Tower Hamlets	25	25	19
Greenwich	29	33	30
Croydon	25	26	23
Bromley	30	31	29
<i>London average</i>	<i>31</i>	<i>34</i>	<i>30</i>

4.76 Average delay in Lewisham is similarly worse in Lewisham than many of the other surrounding boroughs. The comparison figures are below, but in the morning peak the delay is almost double nearby Greenwich. The Travel in London reports<sup>33</sup> identify that Lewisham has 5.2 million vehicle minutes delay per kilometre of road network (12 hour total).

**TABLE 4.3 AVERAGE DELAY (MINS/KM) IN LEWISHAM COMPARED WITH NEARBY BOROUGH<sup>34</sup>**

Borough	AM peak	Inter peak	PM peak
Lewisham	1.5	1.1	1.4
Tower Hamlets	0.8	0.6	0.7
Greenwich	0.8	0.5	0.7
Croydon	0.9	0.7	1.0
Bromley	0.7	0.6	0.8

4.77 The projected population growth for Lewisham will mean inevitably that congestion will be increasing. This can be mitigated by various highways and public transport solutions, but we would still expect some impact on traffic, and also on bus services.

<sup>32</sup> From Fig 33, East London Transport Plan Challenges & Opps v2. And Table 20, South London Transport Plan Challenges & Opportunities v3. Data derived from Traffic master obtained from vehicles fitted with GPS devices May 2009

<sup>33</sup> Travel in London - Report 1, Transport for London (2010)

<sup>34</sup> From Fig 34, East London Transport Plan Challenges & Opps v2. And Table 21, South London Transport Plan Challenges & Opportunities v3. Data derived from Traffic master obtained from vehicles fitted with GPS devices May 2009

- 4.78 In recent years there has actually been some improvement in bus service reliability, by adding more services and increasing frequencies, installing bus priority and the introduction of Quality Incentive Contracts for bus operators. "Average wait times" for high frequency routes is now 5.5 minutes, down from 6.8 mins in 2000/01 and the percentage of timetabled services "on time" for low frequency routes is 79.1 percent, up from 67.7 percent in 2000/01. However, congestion continues to be the main source of major reliability problems, with 80 percent of scheduled bus kms lost (e.g. turning back late running buses before reaching their destination) due to traffic conditions.
- 4.79 The table below shows the excess bus waiting time for Lewisham compared with nearby boroughs. Lewisham compares reasonably well and is in line with the London-wide decrease in waiting time, which is also 45%.

TABLE 4.4 EXCESS BUS WAITING TIME BY BOROUGH<sup>35</sup>

Borough	1999/2000	2008/2009	Change
Lewisham	2.21	1.21	-45%
Tower Hamlets	2.08	1.35	-35%
Greenwich	1.74	1.20	-31%
Croydon	1.96	0.98	-50%
Bromley	1.88	1.04	-45%

- 4.80 There has, according to TfL's data, been a gradual deterioration in bus speeds across London over the last 8 years, which has been attributed in part to the congestion charge in central London, pushing traffic outside the charging zone. The impact of traffic delays on bus mileage is a major strategic issue.

*A key aspect of the improving journey time reliability and reducing congestion is to ensure that the network is efficiently managed through better planning and coordination of, for example, utility works. This also ensures that legislative duties on network management to promote the expeditious movement of traffic are met. To this end, the Council has a Network Management Plan and appointed traffic manager. When the network is not adequately planned and managed it becomes more difficult to tackle congestion which in turn harms economic growth. The LIP takes this into account in promoting principal road maintenance, as well as improved journey time reliability and reduced levels of congestion. When the network is not adequately planned and managed it becomes more difficult to tackle congestion which in turn harms economic growth.*

<sup>35</sup> Sub Regional Transport Plan (SRTP) for East London, TfL 2010. Fig 39. Supplemented with data from Table 22, Sub-Regional Transport Plan for South London. TfL 2010.

### *Issues and Opportunities*

Issues
<ul style="list-style-type: none"><li>• Issues with lower levels of connectivity to other locations by public transport, walking and cycling for smaller town centres and neighbourhoods within the borough</li><li>• Traffic congestion is hindering bus reliability</li></ul>
Opportunities
<ul style="list-style-type: none"><li>• The extension of the East London Line from Surrey Quays to Clapham junction as part of the London Overground Network</li><li>• Include plans to address to efficiency of the highway network as part of major development schemes such as Lewisham Gateway</li><li>• Encourage greater walking and cycling trips to town centres, taking pressure off the transport network through initiatives such as urban realm improvements</li></ul>

## Improve transport opportunities for all

- 4.81 Improving transport opportunities for all means enhancing both physical accessibility and access to services, both of which can help tackle social exclusion. The LIP can assist in ensuring that certain groups are not disadvantaged in accessing services, be it education, retail, leisure and employment. To this end, there is a LIP objective to “Improve access to jobs, training and services, regardless of social background and physical and mental health”.
- 4.82 This supports the MTS goal “*improve transport opportunities for Londoners*” and supporting challenges “*improving accessibility*” and “*supporting regeneration and tackling deprivation*”. The LIP objective is also influenced by the East London Sub Regional Transport Plan emphasis on “*reducing physical barriers to travel*”. Finally, the Sustainable Community Strategy’s emphasis on the Borough being ‘healthy, active and enjoyable’ as well as ‘dynamic and prosperous’ with opportunities are at the centre of this objective.

Objectives	Outcomes
Improve access to jobs, training and services, regardless of social background and physical and mental health	Improved accessibility in terms of reaching centres of employment and key services  Improved urban environment, and physical accessibility

## Public Transport Accessibility

- 4.83 Providing access to public transport is a key part of improving transport opportunities. The Public Transport Accessibility Level (PTAL) approach<sup>36</sup> uses a standard accessibility measure for public transport in London. Figure 4.16 shows the existing PTAL Levels across Lewisham and surrounding areas<sup>37</sup>. Examining access to public transport is important in supporting new development, particularly the opportunity Area at Lewisham-Catford-New Cross, identified in the London Plan.

<sup>36</sup> There are limitations to using PTALs as a singular measure of accessibility. The three common problems are seen to be the following:

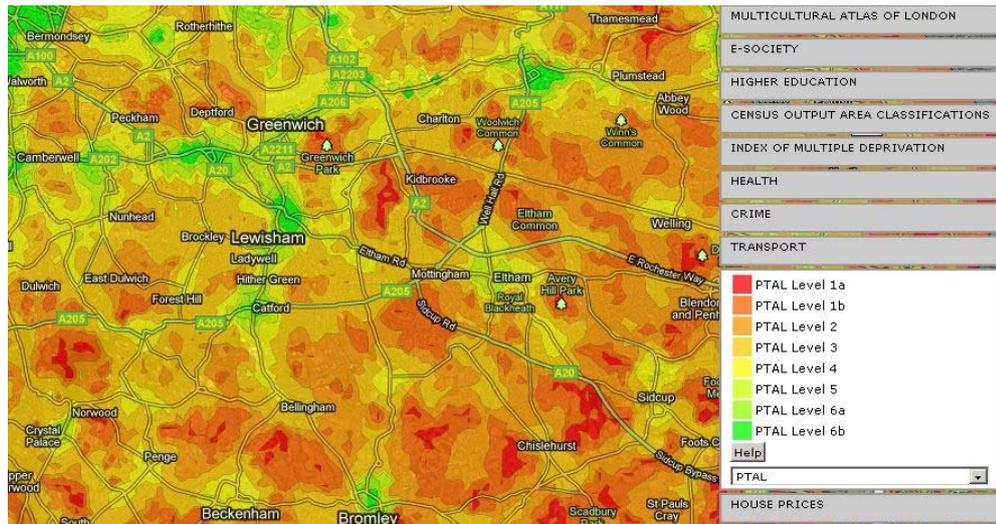
I It does not take into account where services actually go to - for example, a bus that runs every ten minutes to the bottom of the road is considered better than a bus that runs every twelve minutes to the city centre

I The use of arbitrary cut-offs to exclude more distant service access points underestimates the ability to access locations just outside those cut-off distances. For example, a point 960m from King’s Cross could have a PTAL of 6, whilst a point 961m from the same station could have a PTAL of 1 or 2

I PTAL may not reflect the needs of certain types of people, such as the disabled or socially excluded.

<sup>37</sup> <http://www.londonprofiler.org/> (2010) London Profiler Website

FIGURE 4.16 PTAL LEVELS ACROSS LEWISHAM



- 4.84 A general appraisal of PTAL levels for Lewisham (prior to phase 1 of the East London Line extension) shows that there is a wide range of accessibility to Public Transport. Areas showing the best levels are predominantly the town centres such as New Cross, New Gate, Deptford, Lewisham and Catford. This is a direct result of their good proximity to rail, bus and underground networks. Those areas which are poorest in terms of accessibility to Public Transport are generally in the south of the borough to the north of Deptford and west of the rail line at Honor Oak Park.

#### ATOS

- 4.85 Access to Opportunities and Services (ATOS) has recently been developed as an indicator which can be combined with PTAL to give an indication of a location in terms of its access to opportunities, essential services and employment by public transport and/or walking/cycling.

#### *ATOS in London*

- 4.86 Existing ATOS analysis shows that in general central London and town centres have high ATOS scores. Some inner suburban areas in London have a relatively low PTAL score but a high ATOS score however. This indicates that the density of local services in these areas is such that people can access them more readily by walking and cycling. ATOS scores range from A to E where A offers the best level of accessibility and E the worst<sup>38</sup>.

#### *ATOS in Lewisham*

- 4.87 Transport for London has produced ATOS maps for Greater London for 2009 in respect of a variety of Opportunities and Services. Values are expressed as a % of a zone and given an ATOS score (Band A - E).
- 4.88 The borough of Lewisham have taken these specific opportunities and services and classified them by Lower Layer Super Output Areas (LLSOA) for a variety of

<sup>38</sup> <http://www.tfl.gov.uk/assets/downloads/businessandpartners/transport-assessment-best-practice-guidance.pdf>  
(2010) Transport for London. Transport Assessment Best Practice: Guidance Document

transport modes. They have currently produced data and maps to illustrate the following ATOS indicators:

- | Access to nearest Food Shop (Walk Only and Walk/Public Transport)
- | Access to the 3 nearest Further Education Facilities (as above)
- | Access to the 3 nearest GPs Surgeries (as above)
- | Access to the nearest open space (as above)
- | Access to the 3 nearest Primary Schools (as above)
- | Access to the 3 nearest Secondary Schools (as above)

*Access to 3 nearest Food Shops*

- 4.89 The ATOS analysis of travel time to Food stores indicates that Lewisham has good access to both by walking alone, and by walk and public transport. 71% of LLSOAs are in Bands A and B (having a travel time of 13.5 mins or less by foot) with only 4% in Band D (21 - 29 mins travel time). When the travel mode also includes Public Transport 54% of LLSOAs are in Bands A and B (less than 10.54 mins travel), with only 7% in Bands D and E (14 - 35 mins travel time). The worst affected LLSOAs are generally in the east and west of the borough.

*Access to 3 nearest Further Education Facilities*

- 4.90 The analysis shows that Lewisham has a reasonable level of access to further education facilities by foot. 44% of LLSOAs are within Bands A and B (less than 60 mins travel), with 15% being the worst in Band D (80 - 103 mins travel time). The worst LLSOAs are in the south west and south east of the borough. When the travel mode assessed includes Public Transport 35% are in Bands A and B (less than 32 mins travel time), with 97% accessible in Bands A-D (less than 50 mins travel time).

*Access to 3 nearest GP surgeries*

- 4.91 The borough has good access to GP surgeries by foot, with 59% of LLSOAs within Bands A and B (less than 14 mins travel time). The poorest areas are in the west and south west of the borough, with 5% in Band D (20 - 27 mins travel time). Using public transport reduces overall travel time, with 92% accessible within Bands A-C (less than 14 minutes travel time). The poorest served areas are again in the south west, along with 3 LLSOAs in the East showing ATOS score of Band D (13 - 16 mins travel time).

*Access to nearest Open Space*

- 4.92 Lewisham is relatively well served in terms of access to Open space by foot. 78% of LLSOAs are within Bands A and B (less than 9.5 mins travel time). There is only 1 LLSOA in Band D (17 - 24 mins travel time), which is located in the Whitefoot ward in the south east of the borough. An assessment of this indicator by Public Transport is currently unavailable.

*Access to 3 nearest Primary Schools*

- 4.93 Travel time to Primary Schools is relatively good by foot, with 80% of LLSOAs in bands A - B (less than 12 mins travel time). Only 1 LLSOA in Sydenham ward is in Band E (21 - 46 mins travel time). Sydenham, Lee Green and Downham wards also

have 1 LLSOA in band D (16 - 21 mins travel time). When Public Transport is also used, 98% of LLSOAs are within Bands A - C (less than 12 mins travel time).

*Access to 4 nearest Secondary Schools*

4.94 There are 69% of Lewisham’s LLSOAs in Bands A - B (less than 16 mins travel time) by foot. The worst LLSOAs are in the south east in Grove Park, which has 2% of overall LLSOAs within Band D (20 - 27 mins travel time) The use of public transport improves the situation as with the previous indicators. 66% of LLSOAs are now within Bands A - B (less than 14 mins travel time), and 93% in Bands A-C (less than 18 mins travel time). The poorest served areas are in Grove Park in the south east, where all the LLSOAs are in Bands D or E.

*Issues and Opportunities*

<b>Issues</b>
<ul style="list-style-type: none"> <li>• Lower levels of access to public transport in the south of the borough</li> <li>• Poor access to specific services such as:             <ul style="list-style-type: none"> <li>• Further education, in southern wards of the borough</li> <li>• GP surgeries in the west of the borough</li> </ul> </li> </ul>
<b>Opportunities</b>
<ul style="list-style-type: none"> <li>• Planned and proposed improvements to public transport network, such as further expansion of the East London Line, continuing improvements to Thameslink and upgrading of the Docklands Light Railway provide enhanced journey opportunities</li> <li>• Targeted planning of sites for essential services to better serve locations where gaps have been identified</li> <li>• PTAL and ATOS analysis to have an integrated role in informing future transport projects and planning decisions</li> </ul>

**Better streets**

- 4.95 Major redevelopment of Lewisham will help to improve both the layout and design of existing streets, reduce street clutter, improve permeability and also ensure that the built and historic environment is enhanced and protected. These aims are supported by the LIP Objective *“Improve the urban environment, including the design and condition of highways and footways”*.
- 4.96 This not only supports the Mayor’s ambitions for ‘better streets’ to revitalise public spaces and encourage sustainable travel but as before, it supports the MTS goal “improve transport opportunities for Londoners” and supporting challenges “improving accessibility” and “supporting regeneration and tackling deprivation”. The LIP objective is also influenced by the East London Sub Regional Transport Plan emphasis on “reducing physical barriers to travel”. Furthermore, the Borough’s Sustainable Community Strategy objectives for Lewisham to be ‘clean, green and liveable’ and ‘dynamic and prosperous’ influences this LIP objective.

Objective	Outcomes
<p>Improve the urban environment, including the design and condition of highways and footways</p>	<p>Reduced street clutter</p> <p>Improved layout and design of streets</p> <p>Enhanced and protected built and historic environment</p> <p>Improved condition of roads</p> <p>Clearer understanding of key routes and spaces</p>

***Reducing street clutter***

- 4.97 The removal of street clutter, such as excessive signage and pedestrian guard railing can contribute to improving the attractiveness of residential neighbourhoods, which will in turn contribute towards the ambitions of the Lewisham Sustainable Community Strategy 2008-2020. The Lewisham Streetscape Guide which is currently being developed and will include guidelines for assessing whether removal of guard railing should be considered at specific locations. This builds on the pilot scheme work for removing pedestrian guard railing at Ladywell.
- 4.98 The Draft Lewisham Streetscape guide considers the issues relating to guard rails. The guide states that excessive use of guard railing has created unnecessary obstructions, reduced the footway width and encouraged pedestrians to walk on the road to bypass guardrails. Although guard rail will still be needed at certain locations (e.g. outside some school gates), they should only be used where a safety audit recommends them. Unnecessary guard railing will be removed when

the opportunity arises, particularly short lengths that are frequently bypassed by pedestrians. At more complicated sites, consideration can be given to sections being removed incrementally, followed by studies on pedestrian flow.

**Improving layout and design of streets**

- 4.99 Improvements to the layout and design of streets will be considered with reference to the emerging ‘Street Hierarchy’ which forms part of the Local Development Framework Core Strategy. Figure 4.17 presents the Street Hierarchy for Lewisham.
- 4.100 Improving urban realm in East London is identified as an opportunity within the East London Sub Regional Plan<sup>39</sup>. There are several ambitious plans for improving the layout of streets within Lewisham’s town centres. There are two major development proposals outlined in the Sustainable Communities Strategy:
  - I Lewisham Gateway; which includes a new road layout and park; and
  - I Catford Town Centre regeneration; which proposes linking Catford and Catford Bridge stations and a new pedestrian bridge.
- 4.101 The condition of A-roads, principal and non-principal roads in London is documented in the LIP Benchmarking Tool and the Travel in London reports produced by Transport for London.
- 4.102 Conditions of the road network in Lewisham are average, with the A road conditions falling within the lowest quartile of London-wide road condition. Table 4.5 illustrates that Lewisham have achieved a significant reduction in principal and non-principal road length in need of repair (between 2005/6 - 2009/10).

**TABLE 4.5 LEWISHAM ROAD CONDITION (SOURCE – TFL LIP BENCHMARKING TOOL)**

Indicator	Trend	Indicator	Data	London-wide Quartile position	Comment
A Roads	Current situation	% of roads with UKPMS score higher than 70	11	Bottom Quartile	Top quartile = lowest percentage
A Roads	Change over time	% reduction in road length in need of repair, 2002/3 - 2008/9	7%	Bottom Quartile	Top quartile = largest percentage reduction
Principal roads	Current situation	% road length in 2009/10	9	20	Top quartile = lowest percentage
Principal roads	Change over time	% reduction in road length in need of repair 2005/6 - 2009/10	18%	30	Top quartile = largest percentage reduction
Non-principal roads	Current situation	% road length in 2009/10	7	11	Top quartile = lowest percentage

<sup>39</sup> Tfl Planning, (2010) pg 137

Non-principal roads	Change over time	% reduction in road length in need of repair 2005/6 - 2009/10	30%	15	Top quartile = largest percentage reduction
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- 4.103 In terms of Highway Asset Condition, the percentage of the network which is in poor overall condition and requires maintenance based on Detailed Visual Inspection survey data has fallen from 8% in 2004 to 6% in 2008. This compares relatively well to other boroughs such as Croydon, who have also achieved a 2% reduction and Richmond who have achieved a 7% reduction. Table 4.5 also illustrates that in 2004 Lewisham had a much lower percentage of the road network that was judged to be in poor overall condition than many other boroughs.
- 4.104 Lewisham is actively engaged with both London Bridges Engineering Group (LoBEG) and the South London Consortium to develop its Highways Asset Management Plan (HAMP). Work on bridges and retaining wall structures has been spearheaded by LoBEG. Using this work, Gross Replacement Costs (GRC) have been determined by the Council, and LoBEG work continues to develop software to enable members to more easily determine rates of depreciation and, ultimately, levels of service to match future available resources. The work done to date has been recognised by the Department for Transport (DfT). The Council will therefore continue to benefit from this work and utilise its products. The South London Consortium, whose membership correlates to the South Area of LoTAG, has worked towards evaluating the GRC of the remaining highways assets, e.g. carriageways, footways, street lighting.

**TABLE 4.6 TRAVEL IN LONDON – HIGHWAY ASSET CONDITION<sup>40</sup>**

Selected Boroughs	Length of network (km)	2004	2006	2008
Lewisham	59	8%	6%	6%
Richmond	71	19%	17%	12%
Croydon	100	4%	2%	2%
<i>Greater London</i>		<i>10%</i>	<i>6.8%</i>	<i>4.9%</i>

***Enhancing and protecting the built and historic environment***

- 4.105 Lewisham has a rich historic and built environment. There are 26 Conservation Areas in Lewisham - these cover approximately 654 hectares and include 516 listed buildings<sup>41</sup>. English Heritage have identified that seven of the listed buildings in Lewisham are currently at risk<sup>42</sup>. In addition, there are 21 Archaeological Priority Sites identified in the borough. No significant issues have been identified regarding these sites but it remains a priority to safeguard the historic environment within the borough.
- 4.106 Protecting Lewisham’s character through sensitive design is a key objective for the LDF Core Strategy. Planning proposals involving conservation areas and listed buildings will particularly be scrutinised. The Core Strategy sets out the following objectives for design and conservation<sup>43</sup>:
- | ensuring that new development achieves high standards of urban design and residential quality and contributes to a sense of place and local distinctiveness;
  - | ensuring that new development and alterations to existing buildings are sensitive, appropriate to their context, and make a positive contribution to the urban environment; and
  - | preserving or enhancing the borough's conservation areas, listed buildings and the other identified elements of the historic environment including archaeological remains.
- 4.107 In addition the Core Strategy outlines that ‘development will be resisted on open space, including Metropolitan Open Land and Sites of Nature Conservation Importance and a net gain of open space across the borough will be sought, particularly through on-site provision<sup>44</sup>.

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<sup>40</sup> Travel in London – Reports 1 and 2, Transport for London (2009, 2010)

<sup>41</sup> Lewisham Core Strategy – Proposed Submission Version, Lewisham Borough Council (2010) pg 11

<sup>42</sup> Heritage At Risk Register, quoted in Lewisham LIP SEA (Draft) (2010)

<sup>43</sup> Lewisham Core Strategy – Proposed Submission Version, Lewisham Borough Council (2010) pg 37

<sup>44</sup> Lewisham Core Strategy – Proposed Submission Version, Lewisham Borough Council (2010) pg 40

### *Improving permeability*

- 4.108 Given the proposed levels of population and employment growth outlined within the Local Development Framework, it will be increasingly important to improve the permeability of Lewisham and Catford town centres and provide clear and understandable routes to encourage more people to walk and cycle.
- 4.109 One of the objectives outlined in Lewisham's Sustainable Community Strategy is to ensure that transport infrastructure, roads, pavements and bus stops are accessible to everyone. In addition, by 2015 eight of the boroughs stations will be fully accessible<sup>45</sup>.
- 4.110 The Council is signed up to TfL's Legible London and also proposes the development of a supporting 'Legible Lewisham' signage strategy to help to improve signage and ensure that clear and accessible routes are provided throughout the borough. We are also supportive of wayfinding for walking and cycling, improving information to remove perceived barriers and encourage more sustainable modes of travel.

### *Clear and understandable routes and spaces*

- 4.111 Lewisham has considerable natural assets, including parks, green space and the waterways network. The green spaces include Beckenham Place Park, Horniman Gardens, Blackheath, Folkestone Gardens, Brookmill Park, and the Sue Godfrey Local Nature Reserve<sup>46</sup>. Brookmill Park is also designated as Metropolitan Open Land<sup>47</sup>.
- 4.112 The provision and maintenance of green space plays an important role in improving quality of life and helps to ensure that these facilities are well used. The Lewisham Biodiversity Partnership has also identified spaces and areas of the borough where action is required to preserve green spaces<sup>48</sup>.
- 4.113 The Lewisham Leisure and Open Space Study<sup>49</sup> includes an audit of existing leisure and open space provision. Over 20% of the borough's land is classified as green space and there are recommended targets to improve the amount of parks, gardens, allotments and outdoor sports facilities provided in Lewisham<sup>50</sup>:
- | Provide 1.41 hectares of parks and gardens per 1,000 population;
  - | Provide 2.44 hectares of natural and semi-natural green space per 1,000 population;
  - | Provide 0.12 hectares of amenity green space per 1,000 population;
  - | Provide 0.9 hectares of allotments per 1,000 population; and
  - | Provide 0.48 hectares of outdoor sports pitches per 1,000 population.

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<sup>45</sup> Lewisham Sustainable Communities Strategy, Lewisham Strategic Partnership (2008) pg 62

<sup>46</sup> Lewisham Core Strategy - Proposed Submission Version, Lewisham Borough Council (2010) pg 23

<sup>47</sup> Lewisham Core Strategy - Proposed Submission Version, Lewisham Borough Council (2010) pg 52

<sup>48</sup> Lewisham Sustainable Communities Strategy, Lewisham Strategic Partnership (2008) pg 45

<sup>49</sup> Lewisham Leisure and Open Space Study, Lewisham Borough Council (2010)

<sup>50</sup> Lewisham Leisure and Open Space Study, Lewisham Borough Council (2010) pg xii onwards

- 4.114 Policy targets for green spaces set out in the Leisure and Open Space Study include<sup>51</sup>:
- | To protect open space in the borough from inappropriate built development;
  - | To seek to provide additional open space in the borough, particularly in areas identified as deficient in accessible provision; and
  - | To protect and wherever possible enhance nature conservation and biodiversity in the borough.
- 4.115 Improving the attractiveness of open spaces will also help support the 'Good Going' and 'Healthy Walks' initiatives which encourage physical activity<sup>52</sup>. Additional targets for green space are set out in the Sustainable Communities Strategy, including:
- | Achieving 10 Green Flag awards by 2010;
  - | Ensuring that all new developments aim to maintain, enhance or restore local biodiversity;
  - | Safeguarding parks and open space and ensure that developments are appropriate and sensitive;
  - | Promoting wildlife friendly gardening to householders and estate managers; and
  - | Maximising access to and use of the borough's open spaces by all local communities and organisations, by making them feel safe and open to all.
- 4.116 There are several overarching objectives for open spaces set out in the Core Strategy:
- | protecting all public open space including Metropolitan Open Land;
  - | protecting Sites of Nature Conservation Importance and supporting and promoting local biodiversity;
  - | requiring green roofs and walls where appropriate;
  - | implementing the Street Tree Programme;
  - | improving the quality of, and safeguarding access to, all public open space; and
  - | providing accessible and varied opportunities for health, leisure and recreational activities including the South East London Green Chain Walk, the Green Grid, the Waterlink Way and the Thames path.
- 4.117 There are also several specific open space objectives that link with proposed development in the borough:
- | Using the North Lewisham Links Strategy to prioritise investment to improve connections and quality of open space;
  - | Creating new areas of green space for residents within all Mixed Use Employment Locations (MEL);
  - | Opening new green links to Oxestalls Road MEL and the Plough Way MEL, to create an accessible public route along the alignment of the former route of

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<sup>51</sup> Lewisham Leisure and Open Space Study, Lewisham Borough Council (2010) pg xix

<sup>52</sup> Lewisham Sustainable Communities Strategy, Lewisham Strategic Partnership (2008) pg 45

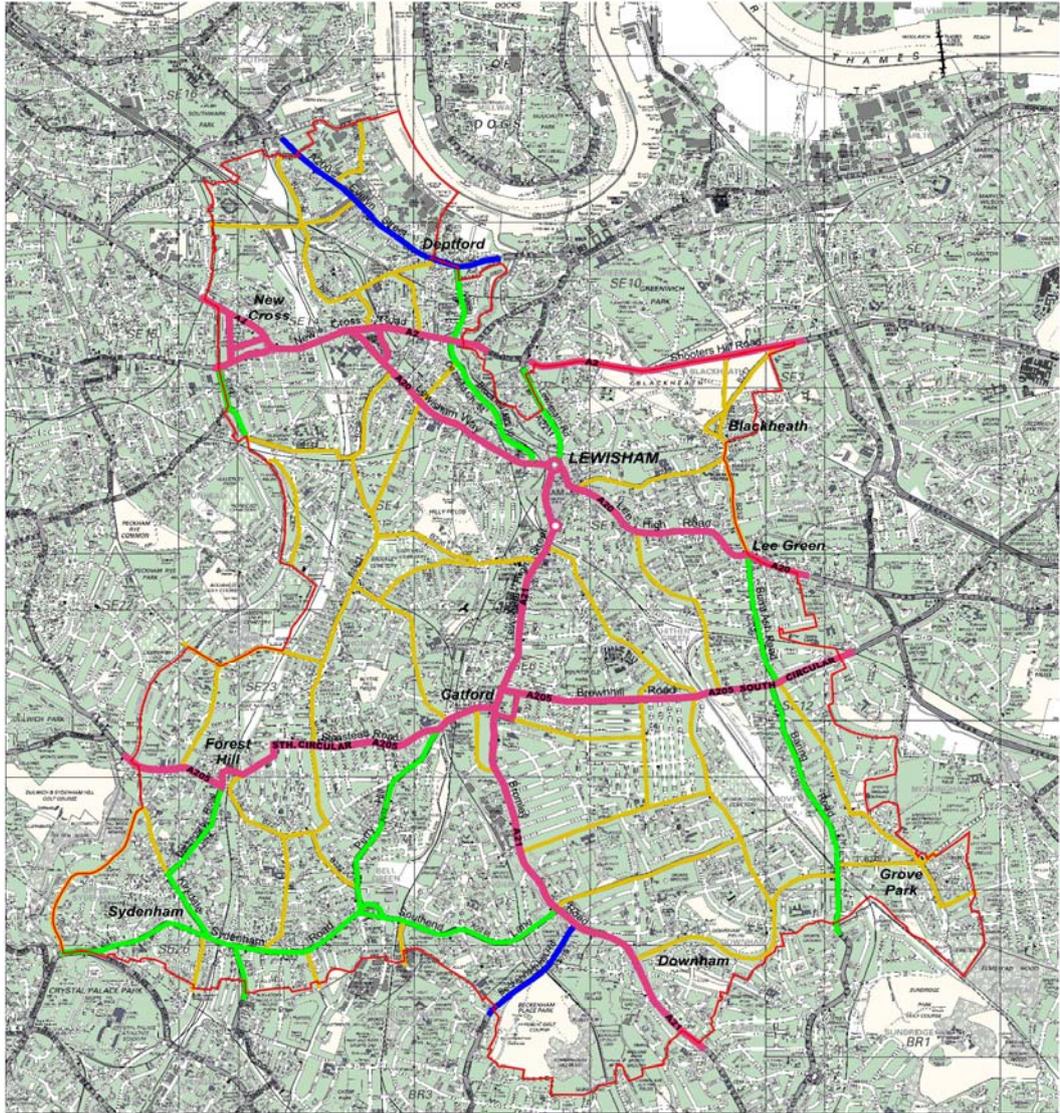
the Surrey Canal. This will increase permeability, accessibility and health/recreation opportunities for new and existing residents;

- | Creating new civic spaces and water features at Convoys Wharf; and
- | Increasing the connectivity of this area with the rest of the borough, which will improve access to small local parks and larger local / district park facilities in adjacent areas.

4.118 The Core Strategy also highlights the need to ensure that the Metropolitan Open Land at Surrey Canal Road/Bridgehouse Meadows is enhanced following the East London Line extension (as this has required some use of the open land).

4.119 Lewisham's Core Strategy Key Diagram (Figure 4.18) illustrates the location of the borough's existing open spaces.

Figure 4.17 Lewisham's Street Hierarchy

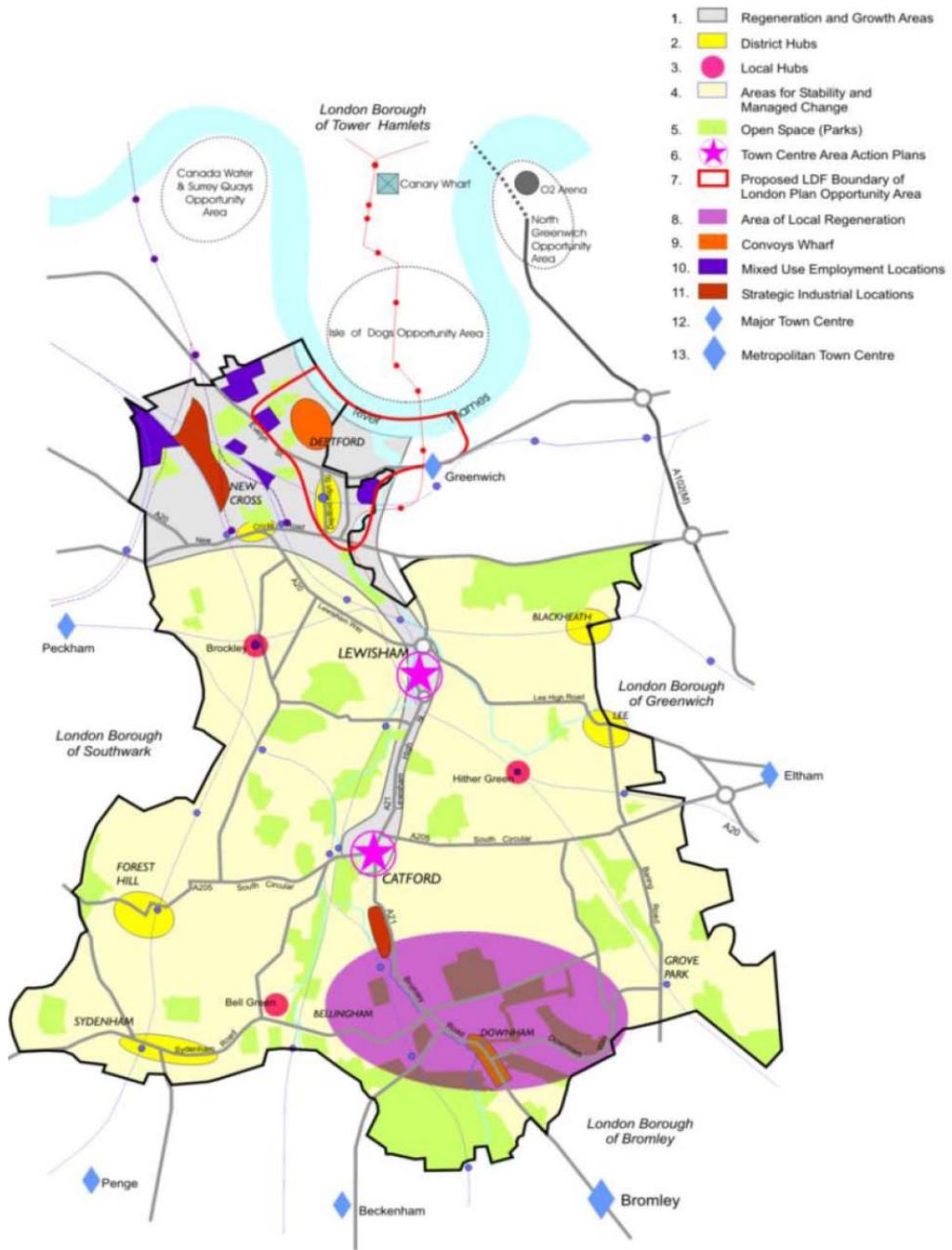


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- TfL Road Network
  - London Distributor
  - Local Distributor
- Strategic Road

Geographic Information & Research 2011  
Road Hierarchy.cdr

FIGURE 4.18 LEWISHAM'S CORE STRATEGY KEY DIAGRAM



Geographic Information & Research  
 Regeneration Growth Scenario Dec 2009.cdr

*Issues and Opportunities*

Issues

- Lack of permeability of Lewisham and Catford town centres limiting numbers of people who walk and cycle

#### Opportunities

- Ensure that all planned developments make a positive contribution to the townscape and existing historic / listed buildings
- Encouraging use of green roofs and planting of street trees
- Ensuring that new developments achieve high standards of urban design and contribute to a sense of place and local distinctiveness
- Ensuring that planned town centre regeneration improves permeability
- Improvements to signage and access to open spaces through 'Legible Lewisham' project



## 5 Delivery Plan

- 5.1 This section details the LIP Delivery Plan, focusing on the programme of transport improvements over the next three years, in line with the funding allocation from TfL, but also taking a longer term view, based on the Mayor's Transport Strategy and Sub Regional Transport Plans. As part of the delivery proposals, the borough is signed up to working on the opportunities highlighted in the previous section and feeding these into its ongoing programme where possible and desirable.

### Funding the programme

- 5.2 Our key source of funding is our LIP allocation from TfL, which amounts to £9.698 million across three years for LIP-funded schemes. However, delivering the transport policy aspirations means looking beyond the core funding provided directly from Transport for London and drawing on other sources, particularly from developer contributions.
- 5.3 Major developments in the north of the borough provide opportunities for significant investment through the redevelopment of; Convoys Wharf, Oxestall's Road, Cannon Wharf, Marine Wharf, Surrey Canal Road triangle and Grinstead Road. This will support a number of improvements, including those to the public transport network, pedestrian and cycling links, Controlled Parking Zones (CPZs), junction improvements and road safety measures.
- 5.4 Lewisham Gateway and Lewisham Town Centre redevelopment schemes incorporate major highways and public transport interchange and infrastructure improvements.
- 5.5 Car free and low levels of car use are encouraged by reducing the requirement for off-street parking through the planning process and by the use of financial contributions to improve the quality, frequency and scale of public transport serving the borough. Controlled parking, walking and cycling measures are also sought through developer contributions.
- 5.6 The Loampit Vale Leisure Centre and Residential development will result in extensive Section 278 works to improve the highways on the periphery of the development in 2011/12. It is conservatively estimated that new developments in the borough will result in about £750K of Section 278 works over the next 3 years. These works will range from minor highway accessibility works to better streets projects
- 5.7 Current S106 agreement contributions to the Council to be implemented in 2011 - 12 currently stand at £510,000 and these are for CPZs , cycle parking, public realm works, environment works and traffic management.
- 5.8 A study into investigating improvements to the area known as the Bell Green gyratory has commenced in 2010/11. There is around £1m of S106 funding identified for "accessibility improvements" in this area that could supplement any TfL LIP funding.
- 5.9 We therefore expect to supplement TfL funding with around £14.0 million of the Council's own funding. This represents the borough's continued programme of

investment in its public realm assets, the public realm environment and support for travel change to more sustainable modes. Of this, £6.9 million has been allocated to maintenance; and a further £0.2 million has been allocated to our Smarter Travel programme, reflecting the need to encourage changes in travel behaviour in order to meet our LIP objectives 'clean, green and liveable', and 'healthy, active and enjoyable'.

5.10 The below table indicates the main sources of funding from TfL.

Programme area	Description	How is funding determined?
Corridors and Neighbourhoods and supporting Smarter Travel measures	For targeted improvements along key corridors and neighbourhoods, covering a wide range of interventions such as reducing speeds, improving journey time reliability, enhancing the public realm and natural environment.  Measures to promote the education and awareness of more sustainable modes of travel, such as through school and work travel plans, publicity material and promoting new infrastructure delivered through other funding streams within and outside the borough.	TfL has developed a funding formula to determine the share between the London boroughs.
Principal road maintenance and bridge strengthening	To maintain and reconstruct the road network and bridges	Based on condition surveys, targeting those roads and bridges in worst condition across London
Major Schemes	This is for larger transport-related projects in excess of £1m.	Specific major scheme approval process

5.11 The following table shows the programme, by programme area and total spend.

Programme area	Funding (£m)			
	2011/12	2012/13	2013/14	Total
LIP Corridors, Neighbourhoods and Supporting Measures.	2.814	2.699	2.314	7.827
LIP Principal road maintenance and bridge strengthening	0.550	0.395	0.330	1.275
LIP Major Schemes	2.950	0.065	1.890	4.905
Prudential Borrowing funded highway work	2.300	2.300	2.300	6.900

Council highway maintenance funding	2.300	2.300	2.300	6.900
East London Line Extension – Transport Local Public Service Agreement – station access improvements	0.453	0.127	-	0.580
S106 & S278	2.200	2.200	2.100	6.500
Smarter Travel staff costs funded by Lewisham	0.066	0.066	0.068	0.200
Overall	13.633	10.152	11.302	35.087

### Summary of the programme

- 5.12 The schemes within the three-year programme seek to deliver various outcomes and outputs within the MTS, as well as work towards addressing the issues and meeting the opportunities identified in the previous section. Where possible, LIP scheme funding will be supplemented by the use of funds secured through local developments etc. In many cases LIP type schemes will be wholly funded through developer contributions from S106, S278 agreements etc.
- 5.13 The schemes focusing on key corridors tend to concentrate on the movement of people across the borough in orbital and radial routes and using all modes of transport including walking, cycling, buses etc. These schemes are likely to deal with matters such as how to share the carriageway space and improve junctions etc. to facilitate the smoother and safer passage of all road users.
- 5.14 The most prominent corridor schemes in the current programme are Sydenham Road east and Sydenham Road major scheme (construction contribution). The latter scheme is simply contributory funding to support the major scheme, as described later. The Sydenham Road east scheme consists of measures to improve the section of Sydenham Road that is not within the boundary of the Sydenham Road major scheme. The scheme will include the upgrading of bus stops, accident reduction measures, improved footway surfacing and better street lighting.
- 5.15 The Neighbourhood schemes typically concentrate on place shaping to satisfy local transport needs through enhancing streetscapes, physical accessibility, and access to services.
- 5.16 In the neighbourhoods programme, we will help deliver MTS outputs, such as cycle parking and electric vehicle charging points. Although some of the increase in cycle parking facilities will come through the implementation of LIP funded schemes a much larger number will be delivered through developer funded

initiatives such as those in the many large residential developments that are “car free” or have very limited car parking provision. The use of electric vehicles is currently very limited in the borough. However, in order to promote the use of electric vehicles a number of charging points are being introduced in popular off-road parking sites. The use of new EVCPs will be closely monitored to determine levels of usage and the best locations for further charging facilities.

- 5.17 The main neighbourhood type scheme planned over the next three years is Ladywell Village. This is a medium local shopping area sitting mainly on a busy through route (B236) and currently suffers from a poor pedestrian environment with relatively narrow footways and a large amount of guardrailings. Its position in the road network (adjacent to a railway crossing bridge) has also resulted in difficulties in maintaining the roads and footways. Ladywell Railway Station is approximately 50metres to the south of the village area. The scheme is aimed at transforming the area through improvements to the pedestrian environment, including wider footways, better crossing facilities, removal of street clutter, bespoke footway lighting, new trees, better managed short term parking and fully accessible bus stops. Planned reductions in the road widths to accommodate the wider footways will not affect the passing of through traffic that will benefit from better management of the on street parking.
- 5.18 Physical improvements cannot deliver the goals and related objectives of the LIP alone and will be supported by a continuation of our sustainable travel programme. This will now be targeted towards supporting new infrastructure to maximise the impact of investment. Supported measures such as school and workplace travel plans, education and awareness campaigns, promotion of car clubs and cycle training can help ensure that investment in improving the urban environment can be complemented by an uptake in more physically active, low emission modes of travel. We will continue to monitor the success of the Cycle Hire Scheme and work with TfL for its extension to Lewisham, reflecting the high number of short journeys, as well as commuting into London.
- 5.19 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. Emergency work will normally be far more disruptive to the local transport network than carefully planned work. The main intended outcome from this work is to bring and maintain all assets to a state of good repair. The programme has been developed based on the principle of renewing the roads that are most heavily used and in the worst condition.
- 5.20 Bridge maintenance is also planned work to try and ensure that all of the borough bridge structures are regularly surveyed and where necessary action taken to maintain the bridge stock in a serviceable state to carry the necessary vehicle loads. This work is essential as bridge crossings to railways etc. tend to be vital links and should they become unavailable would have a severe detrimental effect on the local road transport network. The main intended outcome from this work is to bring and maintain all assets to a state of good repair.
- 5.21 The major schemes planned are higher value schemes (>£1M) that are designed to create profound improvements in an area or locality. The proposed programme

includes a scheme to remodel Sydenham Road major scheme to improve the pedestrian environment to help maintain and enhance the vitality of this important local shopping centre. The other scheme involves bringing “local streets” back to Kender neighbourhood that was previously divided by the roads forming a large gyratory system.

### Delivering our LIP objectives

5.22 The LIP Objectives will be delivered through a wide range of small and large scale interventions and from transport infrastructure to conditions set through the development planning process. Figure 5.1 provides a breakdown of these interventions and represents the type of interventions the Borough intends to focus on leading up to 2031, covering the full MTS period. More detailed information on specific schemes is included in the LIP programme for 2011/12 to 2013/14.

**FIGURE 5.1 INTERVENTIONS TO DELIVER THE LIP OBJECTIVES**

LIP Objectives	Lewisham LIP Interventions
Reduce the number of road traffic collisions and improve safety and security on the public transport network	<p>Continue use a data-led approach to develop engineering solutions, whilst recognising that the simpler improvement schemes have been delivered and there may be a shift to education and awareness</p> <p>Review engineering action previously taken and revise where necessary, including the effectiveness of 20mph zones and safety schemes as part of larger corridors and neighbourhoods programme</p> <p>Provide a comprehensive programme of road safety education and training</p> <p>Make use of CCTV to deter road traffic contraventions that threaten road safety</p> <p>Encourage adherence to speed limits through use of speed indication devices</p> <p>Work alongside TfL to introduce improvements</p>
Enhance Lewisham's natural environment and open spaces	<p>Invest in Cycle Greenways and walking routes to local parks and open spaces</p> <p>Preserve and plant street trees</p> <p>Work closely with planning colleagues to secure enhancements to the natural environment through the planning process</p>
Create a low emissions transport	Promotion of modal shift to more sustainable

<p>system and a resilient transport network</p>	<p>modes, including through travel plans and improved and safer urban and natural environment to encourage walking and cycling</p> <p>Work with partners, including DfT and TfL to promote more efficient vehicles and greater use of new technologies, such as electric vehicles</p> <p>Monitor air quality at AQMA sites and work with local partners, including TfL and London Buses to smooth traffic flows and reduce emissions</p> <p>Consider maintenance materials in the road renewal programme</p> <p>Promote working from home capability amongst large employers to adapt to extreme weather events and limit their disruption on economic productivity</p>
<p>Support and promote healthier and more physically active lifestyles</p>	<p>Promote active, sustainable transport, including new and existing routes such as the cycle superhighways and adjoining network.</p> <p>Identify walking and cycling barriers and make public realm improvements</p> <p>Monitor air quality management area sites and work with London Buses and TfL to smooth traffic flows on the TLRN</p>
<p>Improve the quality and connectivity in and around town centres</p>	<p>Make improvements to the urban realm and local environment and attractiveness of town centres to encourage sustainable economic growth</p> <p>Introduce better wayfinding and signage to key, popular destinations in local town centres, including Lewisham</p>
<p>Reduce congestion and maximise the efficiency of the transport network</p>	<p>Work with London Buses and TfL to implement bus priority and junction improvement schemes on busy routes</p> <p>Provide safer, sustainable transport routes to key popular retail, employment and leisure destinations</p> <p>Include plans to address efficiency of the highway network as part of major development schemes, such as Lewisham Gateway</p>

	Consider targeted traffic signal reviews at certain junctions
Improve access to jobs, training and services, regardless of social background and physical and mental health	<p>Provide safer, sustainable transport routes to key retail, employment and leisure destinations</p> <p>Introduce better wayfinding and signage to key, popular destinations in local town centres, including Lewisham</p> <p>Continue to analyse accessibility and target planning of new development sites where there is good public transport</p> <p>Specific proposals include town centre initiatives to improve public transport interchange.</p> <p>Managing parking in residential and shopping areas to discourage unnecessary short journeys</p> <p>Continue work with the Lewisham Disability Forum to determine access improvements</p>
Improve the urban environment, including the design and condition of highways and footways	<p>Maintain highways and footways through an ongoing programme of improvements, whilst taking any straightforward opportunities to improve the urban environment</p> <p>Specific proposals include town centre initiatives to improve the public realm and facilitate 'Better Streets'</p> <p>Ensure that all planned developments make a positive contribution to the townscape and existing historic / listed buildings</p> <p>Ensuring that new developments and regeneration projects achieve high standards of urban design and permeability and contribute to a sense of place and local distinctiveness</p> <p>Ensuring that planned town centre regeneration improves permeability</p> <p>Improvements to signage and access to open spaces through 'Legible Lewisham' project</p>

### Mayor's High Level Outputs

- 5.23 All London boroughs have to demonstrate their commitment to delivering the Mayor's Key High Level Outputs: cycle parking, cycle superhighways, electric vehicle charging points, better streets, cleaner local authority fleets and street trees.
- 5.24 To this end, the Borough proposes the following:

FIGURE 5.2 INTERVENTIONS TO SUPPORT MTS OUTPUTS

MTS Output	Interventions
Cycle parking	Lewisham will deliver new cycle parking spaces on-street and off-road, including those that are secured through conditions on new developments. We estimate that we will put in 100 on street and 200 off street cycle parking spaces each year.
Cycle Superhighways	<p>Through a range of complementary measures including public realm improvements, cycling parking, cycle training and junction improvements at adjoining roads, we will support plans for three of TfL's Cycle Superhighways to run through Lewisham.</p> <p>The Cycle Superhighways will be Route 4, from Woolwich to Tower Bridge; Route 5, from Lewisham to Victoria; and Route 6, from Penge to the City. Routes 4 and 5 pass through the north of the borough, whilst Route 6 passes through the south west corner of the borough</p>
Electric Vehicle Charging Points	Developers will be required to consider provision of on-street and off-street electric vehicle charging points for car-dependent users of new development sites
Better streets	<p>The borough will promote decluttering and guardrail removal as part of new transport projects. Better accessibility and improving the public realm will be two overarching principles in all new project designs</p> <p>The LIP programme contains proposals for more accessible bus stops as well as improvements to town centres</p>
Cleaner local authority fleets	The Council has a Fleet Management Strategy and as of early 2008, the Council's fleet was fully compliant with the London Low Emission Zone (LEZ) standards
Street trees	<p>Street trees are the property of the Council and are maintained and planted by the Council's Greenscene Service</p> <p>The Borough will seek to introduce, where feasible, new street trees as part of new transport projects and in conditions on developers in planning applications</p> <p>In 2009/10 a total of 425 new trees were planted.</p> <p>The Council undertakes condition surveys, the last one being in 2009 on all the boroughs 9278 street trees</p>

## Methodology for prioritisation

- 5.25 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 this document.

## Risks to delivery

### *Delivering the three-year programme and managing risks*

- 5.26 We recognise that the key to the success of the delivery of the specific actions identified within this Delivery Plan - and ultimately to the Mayor for London's Transport Strategy - is to identify and to manage any risks that may be associated with those actions. Lewisham has particular strengths in this area, and as applied to transport interventions may be summarised by the following points.

- I Lewisham applies a standardised, proven methodology to programme and project management.
- I Each individual action identified within this Delivery Plan will be regarded as a project and therefore will have a risk register prepared for it identifying potential risks and how these might be mitigated as a component part of project initialisation.
- I Projects will be reviewed by 'Works Programme' meetings within our Transport division.
- I Monthly highlight reports from 'Works Programme' meetings will be provided to directorate-level Project Review Group meetings.
- I The Project Review Group will provide a highlight report on projects with budgets exceeding £500,000 within the corporate-level Management Report, which is updated and published on our website every month and in addition is presented to Lewisham's Mayor and Cabinet every three months.

- 5.27 These measures notwithstanding, it is possible to identify certain generic risks and accompanying mitigation measures

### *Risks register*

Risks	Rating	Mitigation measures
Critical shortage of resource to plan, design and to implement delivery actions	Med	<p>Draw upon resources of specialist consultants</p> <p>Liaison with approved contractors</p> <p>Process of identifying delivery actions from a list of potential actions provides a reserve list of schemes on which to deploy resources if others delayed.</p>
Progress of physical work on actions is delayed	High/Med/Low	Experienced officers identify adequate timescales and incorporate provision for

		<p>contingencies in project initiation documents.</p> <p>Liaison with statutory undertakers provided through the borough's position as a pilot authority for permitting of street works within the context of the Transport Management Act.</p> <p>Department has in-house resource for making any Traffic Management Orders including the publication of appropriate notices and the management of statutory and informal consultation</p>
Unforeseen increases in costs and/or reductions in budgets originally identified	High/Med/Low	Re-scope projects, removing low priority aspects and re-profile for future years
Stakeholder and/or third party support decreased or withdrawn	High/Med/Low	Keep public and members, and other partners informed through clear communication of planned projects and emerging issues
Utility works and development on or near sites of planned projects	High/Med/Low	Liaison with utility companies to agree mutually beneficial work programmes

5.28 LIP proforma with all schemes, including links to MTS goals and LIP objectives

Programme areas		Funding source	Ongoing scheme?	Funding (£,000s)				MTS goals					LIP objectives
				2011/12	2012/13	2013/14	Total	Econ. devt and pop growth	Quality of life	Safety and security	Opportunities for all	Climate change	
Corridors and Neighbourhoods	Surrey Canal Road ELLX Underpasses (construction)	LIP allocation		482	442	412	1,336		✓	✓	✓		Create a low emissions transport system and a resilient transport network. Improve the urban environment, including the design and condition of highways and footways.
	Sydenham Park Footbridge (re-decking)	LIP allocation		318			318	✓	✓		✓		Improve access to jobs, training and services regardless of social background and physical health.
	Sydenham Road Major Scheme (construction contribution)	LIP allocation	✓	578	155		733	✓	✓	✓	✓		Reduce the number or road traffic collisions and improve safety and security and security on the public transport network. Improve the quality and connectivity in and around town centres. Improve the urban environment, including the design and condition o
	Brockley Cross/Neighbourhood (2nd phase)	LIP allocation	✓	144	88		232		✓	✓	✓		Reduce the number or road traffic collisions and improve safety and security and security on the public transport network. Improve the quality and connectivity in and around town centres. Improve access to jobs, training and services regardless of social
	Ladywell Village (further design and construction)	LIP allocation	✓	39	442	214	695	✓	✓	✓	✓		Create a low emissions transport system and a resilient transport network. Reduce the number or road traffic collisions and improve safety and security and security on the public transport network. Improve the quality and connectivity in and around town c

<b>Kirkdale Corridor (construction)</b>	LIP allocation		193		193			✓	✓		Reduce the number or road traffic collisions and improve safety and security and security on the public transport network. Improve the quality and connectivity in and around town centres. Improve the urban environment, including the design and condition o
<b>Sydenham Road east (redesign and construction)</b>	LIP allocation		58	353	329	740	✓	✓	✓	✓	Reduce the number or road traffic collisions and improve safety and security and security on the public transport network. Improve the quality and connectivity in and around town centres. Improve the urban environment, including the design and condition o
<b>Dartmouth Road</b>	LIP allocation		48			48		✓	✓	✓	Reduce the number or road traffic collisions and improve safety and security and security on the public transport network. Improve the quality and connectivity in and around town centres. Improve the urban environment, including the design and condition o
<b>Bus Stop Accessibility*</b>	LIP allocation		58	53	50	161	✓	✓		✓	Create a low emissions transport system and a resilient transport network. Improve access to jobs, training and services regardless of social background and physical health..
<b>Cycling measures</b>	LIP allocation		144			144		✓	✓		Create a low emissions transport system and a resilient transport network.
<b>Blackheath paths</b>	LIP allocation		125			125		✓			Create a low emissions transport system and a resilient transport network.
<b>Green Chain Walk</b>	LIP allocation		14	14		28		✓			Create a low emissions transport system and a resilient transport network.
<b>Electric vehicle charging points*</b>	LIP allocation		48	4		52		✓		✓	Create a low emissions transport system and a resilient transport network.
<b>Cycle training*</b>	LIP allocation		144	124	99	367	✓	✓	✓		Create a low emissions transport system and a resilient transport network. Reduce the number or road traffic collisions and improve safety and security and security on the public transport network

Review of previous 20 mph zones and local safety schemes*	LIP allocation		96	159	132	387			✓			Reduce the number of road traffic collisions and improve safety and security on the public transport network.
Evelyn Street traffic noise assessment	LIP allocation		10	4	4	18		✓				LIP Objective 2(g) Improving noise impacts.
Roadside air quality monitoring	LIP allocation		5	4	4	13					✓	Create a low emissions transport system and a resilient transport network.
Hither Green Neighbourhood	LIP allocation			177		177	✓	✓		✓		Reduce the number of road traffic collisions and improve safety and security on the public transport network. Improve the quality and connectivity in and around town centres. Improve the urban environment, including the design and condition of highways and
Whitefoot Lane & Southend Lane Corridor	LIP allocation			88		88	✓	✓				Improve the urban environment, including the design and condition of highways and footways.
The Thorpes Neighbourhood - Signed only 20mph zone (experimental) and rat-run investigation.	LIP allocation			88		88	✓		✓			Reduce the number of road traffic collisions and improve safety and security on the public transport network. Improve the urban environment, including the design and condition of highways and footways..
Completion of previous years work (reallocate if not needed)	LIP allocation			44	41	85						Varies depending on schemes needing completion.
Grove Park Neighbourhood- Local area improvements and investigation/alleviation? of rat runs	LIP allocation			35	49	84		✓	✓			Reduce the number of road traffic collisions and improve safety and security on the public transport network. Improve the quality and connectivity in and around town centres.
Bellingham Estate Neighbourhood - public spaces enhancement (including re-planting parking)	LIP allocation			9	82	91	✓	✓				Improve the urban environment, including the design and condition of highways and footways.
Kender Corridor-Assess impact of Kender triangle works and look at any necessary mitigation works in local streets	LIP allocation			9	74	83		✓	✓			Improve the urban environment, including the design and condition of highways and footways. Improve the quality and connectivity in and around town centres.
Small traffic management works throughout Borough	LIP allocation			22	21	43						Various

	Bell Green neighbourhood public realm project	LIP allocation		88	82	170	✓	✓	✓	✓	Reduce the number of road traffic collisions and improve safety and security on the public transport network. Improve the quality and connectivity in and around town centres. Improve access to jobs, training and services regardless of social background an	
	Coulgate Street	LIP allocation			165	165	✓	✓		✓	Improve the quality and connectivity in and around town centres. Improve the urban environment, including the design and condition of highways and footways.	
	Blackheath Neighbourhood - programme of small scale works	LIP allocation			49	49					Reduce the number of road traffic collisions and improve safety and security on the public transport network.	
	Lee Green East Neighbourhood - Cambridge Drive area	LIP allocation			41	41			✓		Reduce the number of road traffic collisions and improve safety and security on the public transport network. Improve the quality and connectivity in and around town centres.	
	Grove Park North - traffic speed/volume reduction	LIP allocation			107	107		✓	✓		Reduce the number of road traffic collisions and improve safety and security on the public transport network. Improve the quality and connectivity in and around town centres.	
	Dartmouth Road north - pedestrian environment improvements	LIP allocation			82	82	✓	✓		✓	Improve the quality and connectivity in and around town centres. Improve the urban environment, including the design and condition of highways and footways.	
					2,504	2,402	2,037	6,943				
Smarter Travel	School Travel Planning*	LIP allocation		164	155	144	463	✓	✓	✓	✓	Reduce congestion and maximise the efficiency of the transport network. Create a low emissions transport system and a resilient transport network. Support and promote healthier and more physically active lifestyles
	Independent Traveller Training*	LIP allocation		24	23	21	68	✓	✓			Reduce congestion and maximise the efficiency of the transport network. Create a low emissions transport system and a resilient transport network. Support and promote healthier and more physically active lifestyles.
	Road Safety Education, Training and	LIP		72	70	66	208		✓	✓		Reduce the number of road traffic collisions and improve



	Principal Road Maintenance - Details TBA*	LIP allocation		300	300	✓					Improve the urban environment, including the design and condition of highways and footways.
	Bridge Load Assessment Lewisham Road	LIP allocation		10	10	✓					Improve the urban environment, including the design and condition of highways and footways.
	Bridge Load Assessment Adenmore Road	LIP allocation		5	5	✓					Improve the urban environment, including the design and condition of highways and footways.
	Bridge Load Assessment Westdown Road	LIP allocation		5	5	✓					Improve the urban environment, including the design and condition of highways and footways.
	Bridge Load Assessment Evelyn Street	LIP allocation		10	10	✓					Improve the urban environment, including the design and condition of highways and footways.
	Bridge Load Assessment Manor Lane	LIP allocation		5	5	✓					Improve the urban environment, including the design and condition of highways and footways.
	Bridge Load Assessment Fordmill Road	LIP allocation		5	5	✓					Improve the urban environment, including the design and condition of highways and footways.
	Bridge Load Assessment Southend Lane	LIP allocation		10	10	✓					Improve the urban environment, including the design and condition of highways and footways.
<b>Maintenance total</b>				<b>245</b>	<b>395</b>	<b>330</b>	<b>970</b>				
Major Schemes	Kender Triangle Streets for People	LIP allocation	✓	1,300		✓	✓	✓	✓		Reduce the number or road traffic collisions and improve safety and security on the public transport network. Improve the quality and connectivity in and around town centres. Improve the urban environment, including the design and condition of highways an

	<b>Sydenham Area Based Scheme</b>	<b>LIP allocation</b>	✓	2,000		✓	✓	✓	✓		Reduce the number of road traffic collisions and improve safety and security on the public transport network. Improve the quality and connectivity in and around town centres. Improve the urban environment, including the design and condition of highways an
<b>Major Scheme total</b>				<b>1,300</b>	<b>2,000</b>	<b>3,300</b>					

\*Projects and programmes that are expected to be ongoing beyond 2013/14



## Transport for London Route Network (TLRN)

5.29 We have reviewed the LIP initial three-year programme's impact on the TLRN implementation plan and note the following:

Programme areas		Funding (£,000s)				TLRN Scheme	Possible effects
		2011/12	2012/13	2013/14	Total		
Corridors and Neighbourhoods (Projects close to TLRN)	<b>Ladywell Village (further design and construction)</b>	39	442	214	695	(A) TS.048 3000095 A21 Lewisham High Street/Courthill Road. (B) TS.000.3002145 B236 Ladywell Road (from Lew High St.to end) SE13	(A) Minimal effect on scheme due to distance between sites - around 500m. (B) These resurfacing works are only around 200m from the village but are shown in 2011/2012 and should be completed before the Ladywell Village works commence on site in 2012/13
	<b>Dartmouth Road</b>	48			48	(A) TS.045.2000360 A205 Waldron Place - pedestrian crossing improvements. (B) London Road, Devonshire Road, Dartmouth Road - signals modernisation	(A) TLRN works shown as 2010/11 (completed) no effect. (B) TLRN works programmed for 2013/14 whereas LIP scheme in 2011/12 - no effect.
	<b>Blackheath paths</b>	125			125	TS.000.3002016 A2 Shooters Hill Road (Lewisham to Greenwich Boundary)	Apart from moderate material movement to and from site the path works will have a very minimal effect on the TLRN and hence the effects to the TLRN A2 will be negligible
	<b>Whitefoot Lane &amp; Southend Lane Corridor</b>		88		88	None found in vicinity	
	<b>Kender Corridor-Assess impact of Kender triangle works and look at any necessary mitigation works in local streets</b>		9	74	83	None found in vicinity	

	<b>Lee Green East Neighbourhood - Cambridge Drive area</b>		41	41	None found in vicinity	
	<b>Dartmouth Road north - pedestrian environment improvements</b>		82	82	(A) TS.045.2000360 A205 Waldron Place - pedestrian crossing improvements. (B) London Road, Devonshire Road, Dartmouth Road - signals modernisation	(A) TLRN works shown as 2010/11 (completed) no effect. (B) TLRN works programmed for 2013/14 and LIP scheme also programmed in 2013/14 - close liaison required - LIP scheme may be reprogrammed to prevent clash.
		<b>212</b>	<b>539</b>	<b>411</b>	<b>1,162</b>	



## Major schemes

### *Sydenham Area Based Scheme*

- 5.30 The area around the western end Sydenham Road consists of a main shopping area with a wide variety of retail shops, services and banks. The section of road concerned has a relatively high number of personal injury accidents. The Council has therefore investigated and pursued improvements to the local environment and road safety. This scheme received approval and funding from TfL as a 'Town Centre Area Based Scheme'.
- 5.31 The project covers the area from Westwood Hill and Kirkdale, west of Cobbs Corner roundabout along Sydenham Road to just east of Mayow Road. The main objectives of the scheme are to improve the quality of the street environment, primarily for pedestrians and reduce the level of personal injury accidents. This will assist in maintaining this "high street" as a busy trading high street where people can move around more easily and safely with a greater degree of security and comfort. The project commences October 2011, with implementation completed September 2012.
- 5.32 Sydenham Station Approach is adjacent to the scheme area but is currently under the jurisdiction of London Overground Rail Operations Ltd (LOROL). There are proposals for complementary works in Sydenham Station Approach, providing that the necessary arrangements can be made to allow it to become public highway.
- 5.33 Overall this scheme will deliver substantial benefits against a number of LIP objectives and MTS Goals, challenges and outcomes, which specifically include:
- I **Support economic development and population growth** - the improved pedestrian environment should increase the attractiveness of the shopping area increasing trade and attract new retail and businesses into the high street. It is hoped this will result in people utilising improved local facilities reducing the need to travel further afield.
  - I **Enhancing the built and natural environment** - The vastly improved streetscape will help generate a increased feeling of civic pride meaning people should have an increased "enjoyment" associated with their use of the town centre whether it be to use the local facilities or simply as a way of accessing public transport to continue their journeys.
  - I **Reducing Crime, fear of crime and antisocial behaviour** - The bespoke pedestrian lighting will create a bright "corridor" for people using the high street where they can be easily seen. An increase in trading should also result in an increased evening economy (wine bars, restaurants etc) that will also give extra local surveillance of the street. The introduction of a complete new CCTV system (with suitable advertising) will also reduce crime and the fear of crime for people in the street.
  - I **Improving road safety** - The scheme is also designed to substantially reduce the number and severity of personal injury accidents. Specific measures include new crossing facilities, speed reductions by using raised tables at crossings and improved lighting.

- | **Improve accessibility**- the scheme will include ensuring that all bus stops in the street are fully accessible to the modern London low floor buses.

*Kender Triangle Streets for People*

5.34 This "Streets for People" project follows on from TfL's removal of the "Kender Triangle" gyratory in New Cross Gate is being implemented and is set to be completed in September 2011. The gyratory created an "island" environment for people living within the gyratory system with main road "barriers" in all directions. The gyratory removal means that Kender Street and Besson Street have become minor roads and there are designed proposals to improve the physical environment of these roads, particularly in light of the recent neighbourhood redevelopment, the Kender Primary School, Besson Street Gardens, Hatcham Gardens and the proposed NDC Centre development at the heart of the Kender Triangle area.

5.35 Public realm measures have been designed that make it a sociable environment for pedestrians and cyclists designed to reduce speeds and through traffic while raising the profile of the area. This scheme will deliver against a number of the LIP objectives and MTS goals, specifically including:

- | **Support economic development and population growth** - by smoothing traffic flow with the gyratory removal and preventing rat running traffic. Outcome bringing and maintaining all assets to a state of good repair through highway infrastructure improvements to enable the roads to be adoptable to Lewisham's standards
- | **Enhancing the built and natural environment** - by enhancing streetscape, improving the perception of the urban realm and better streets.
- | **Improving road safety** - by reducing pedestrian/vehicle conflict and general road casualties on the residential roads as main through traffic will now be restricted to the A2 and A202.

*Deptford High Street and Deptford Church Street Improvements.*

5.36 Deptford and New Cross is one of the key opportunity areas for regeneration within the borough. The area is rich in cultural history and has an exciting music and arts culture. A number of large developments are planned for the area which are expected to substantially increase the local population. Many regeneration projects are currently underway including the new fully accessible Deptford rail station and a new shared school and council building offering numerous facilities.

5.37 The exact detail and nature of the interventions can only established as the proposals are developed. Deptford Church Street is currently an underutilised two lane dual carriageway which creates east/west severance and it is considered that much of it can be reduced back to a single carriageway road with the spare space utilised for pedestrians and cyclists. However some wider sections of carriageways may need to be retained to accommodate bus lanes. Narrower carriageways should also facilitate better crossing facilities to reduce the east/west severance effect of the road. Deptford High Street is a busy "town centre" shopping area where the southern end has been "pedestrianised" and has a thriving market. However the northern end still carries heavy traffic flows and has a poor pedestrian environment.

- 5.38 Over the past few years a great deal of investment has taken place in this area including a new complex housing the relocated Tidemill Primary School, Deptford Lounge (a new community facility), Wavelengths (training and leisure pools), a new public library and the upgrading and widening of Frankham Street to form a new parking "boulevard" to service the area.
- 5.39 At this early stage of development it is not possible to ascertain the final scheme design and hence the likely value of the major scheme works. However, it is currently envisaged that the overall cost of the scheme will be between £2m and £3m. At the moment only LIP funding is being considered for this scheme and an application will be made to TfL in 2012. However, other contributions will be sought during the development of this scheme.
- 5.40 The proposed scheme has two main aims:
- Deptford High Street - this is a busy high street shopping area that requires investment to improve its public realm and to help the market and local businesses to thrive and expand.
  - Deptford Church St is a dual carriageway road with few crossing facilities and hence a severance between the town centre and a large residential/commercial area (Creekside) and onwards to the historic Greenwich town centre. The layout of this road needs to be reviewed and suitable crossing points and routes for sustainable modes such as walking and cycling introduced.
- 5.41 This scheme proposals for this area are aimed to meet a number of LIP objectives and MTS goals and challenges, specifically including:
- | **Supporting sustainable population and employment growth** - This scheme includes measures to assist in the regeneration of the local shopping area and market to allow it to thrive and meet the aspirations of both existing and new residents from the many large developments. Improved local facilities are likely to reduce the need to travel for local residents seeking access to services, shops and restaurants etc.
  - | **Enhancing the built and natural environment** - Making improvements to the streetscape in Deptford High Street will enhance its character and should both promote existing traders and attract new traders to the area. Proposed traffic measures may also mean that the environment is further improved by reductions in traffic noise and improved local air quality.
  - | **Improving road safety** - Changes to traffic / highway arrangements particularly in Deptford Church Street will result in less east west severance and more and safer crossing facilities and arrangements. This will reduce the number of road safety casualties.
  - | **Reducing crime, fear of crime and antisocial behaviour** - Comprehensive CCTV arrangements will also be introduced and it is hoped that the increased use of the high street will result an enhanced evening economy thus providing local surveillance outside normal shop opening hours.
  - | **Improving accessibility** - One of the main elements is to eliminate the huge east-west severance of Deptford Church Street which acts as a barrier to both local people and people visiting the historic central Greenwich area. This

should allow relatively unhindered access to Deptford town centre by people emanating from the east side of Deptford Church Street. The implementation of the new fully accessible Deptford station will be complemented by the improvements to local streets making sure that all of the local bus stops are also full accessible.

### ***Bell Green gyratory***

A feasibility study into investigating improvements to the area known as the Bell Green gyratory commenced in 2010/11. The aim is to develop proposals to reduce the severance of the gyratory through improvements for pedestrians, cyclists and traffic. The exact nature of any proposed scheme will be dependent on the results of the current study and any further feasibility works. It should also be noted that dependant on the estimated cost of the final proposals it may be necessary to treat this as a "major scheme". Currently there are 5 sets of signals around the gyratory and a possible scheme is to make pedestrian and traffic flow improvements at all these junctions and link them through SCOOT. We plan to submit a major scheme application to TfL in August 2011, with project completion planned for September 2015.

- 5.42 Early cost and funding estimates have been produced but these may be subject to amendment during the development process. The estimated total cost of the scheme is £3,067, 000 made up as follows:

S106 contributions	£1,917,000
LIP Major Scheme	£1,000,000
LIP Neighbourhoods & Corridors	£1,500,000

### **Longer term projects**

- 5.43 Lewisham is changing rapidly with major new development to meet demands on population growth and economic development. This inevitably impacts on placing new demands on the transport system and a major challenge for the Council is to continue to work effectively in partnerships with TfL, transport operators, Network Rail, developers, and other stakeholders to match the growth aspirations of the borough with the right infrastructure and travel behaviour.

- 5.44 The Lewisham core strategy is required to be in general conformity with the London Plan. The requirements for Lewisham which are relevant to the LIP can be summarised as follows:

- | Opportunity areas for Deptford Creek/Riverside and Lewisham/Catford/New Cross have been identified as a focus for new housing and jobs. Indicative employment capacity is 4000 for Deptford Creek and 3500 for Lewisham/Catford/New Cross and 8000 and 600 minimum homes, respectively, between 2001 and 2026
- | An annual target of 875 dwellings is required between 2007/8 to 2016/17
- | Lewisham and Catford town centre are designated major town centres and Blackheath, Deptford, Downham, Forest Hill, Lee Green, New cross Road and Sydenham as district centres

- 5.45 The core strategy for 2026 envisages the regeneration and physical transformation of the borough to meet the needs and aspirations of existing and new residents. Key regeneration and development opportunities will have been focused on the localities of Lewisham, Catford, Deptford and New Cross due to the availability of sites and desire to address deprivation by the provision improvements to the physical and economic environment. Lewisham Town centre will have been transformed by the delivery of the Lewisham Gateway site delivering easier and better pedestrian routes between the bus and train stations and the high street, a new road layout and new commercial, retail and residential development.
- 5.46 Deptford and New Cross will become more sustainable locations with a high quality environment supported by new community facilities and public transport. There will be improved connected street networks, particularly walking and cycling links. The north of the borough will have been transformed by the regeneration of large strategic sites that will provide new places and facilities for people to enjoy and new facilities to support existing and new communities. The area around Millwall will be developed and Convoys Wharf will see the reopening of wharf facilities with mixed use development.
- 5.47 Amongst rapid change, it is intended the local character will be retained and improvements made to parks and open space networks such as Waterlink Way and the Green Chain network. Vibrant hubs of local activities will be centred on the district and local centres. The completion of transport schemes such as the East London Line extension ( Overground), and Thameslink will ensure better connection for the borough to London and beyond.
- 5.48 The Council along with its key partners will work to ensure the delivery of transport infrastructure and service improvements within the Regeneration and Growth areas, plus other areas, including:
- | East London Line extensions as part of the London Overground with the provision of a new station at Surrey Canal Road
    - Improvements to capacity on DLR and potential route enhancements
    - Improved bus services
    - The improvement of railways stations particularly trying to enhance access along the extended East London Line and complementing the Access for All programme
    - Capacity improvements for passengers on mainline rail services through the provision of Thameslink and the potential of a Bakerloo Line extension
    - Removal of the Lewisham Roundabout and interchange improvements
    - Removal of the Kender Triangle one way system and implement the Streets for People Scheme
  - | Improving connectivity through the Surrey Canal Area and Deptford/New Cross by improving and creating new walking and cycling routes as well as raising the quality of the pedestrian environment .
  - | Improvements to Major centres such as Lewisham and Catford and local centres at Sydenham, Brockley, Blackheath, Ladywell and Bell Green
  - | Improvements to the bus network to meet demands arising from population growth, new development and rail, light rail and underground upgrades

5.49 Five strategic sites have been identified within the Core strategy that will play a crucial role in making new places and creating new paces to transform areas. Four of these areas are in the north of the borough and include:

- | Convoys Wharf site, a mixed use development which provides for up to 3500 homes
- | Surrey Canal Triangle 10.74 ha comprises of industrial estates and yards at the western end of Surrey Canal Road, industrial estate on Bolina Road, Millwall Football stadium and surrounding buildings in Leisure use. Phase 2 of the East London Line extension from Surrey Quays to Clapham runs through the area and the council is looking to improving permeability between both the existing and proposed residents either side of the railway and safeguarding the Surrey Canal station which will enhance the successful development of the area.

5.50 It is proposed to improve both walking and cycle access to the site and surrounding areas

- Oxestalls Road occupies approximately 4.6 hectares and a complete urban block bordered by Evelyn Street, Oxestalls Road, Grove Street and Dragon Road
- Plough way site comprises of three main areas, Cannon wharf, Marine Wharf East and West and sites on Yeoman Street and Croft Street, and covers 8.22 ha
- Lewisham Gateway is a mixed use development with an approved master plan for up to 100,000 sq metres with a new road layout at Lewisham Town centre with the removal of the roundabout and improving cycle and pedestrian routes with improved access to the station

***Railway station improvements***

5.51 The council has provided a capital budget of £730k budget to provide funding to enhance station access to the extended East London Line that forms part of the London Overground Network, which complements the work carried out by London Overground and other industry partners.

5.52 A number of improvements have been introduced or are in the planning process, see table below. Funding of £146k was used to complete the works adjacent to Brockley station, known as Brockley Common and funding of £353k is also proposed to improve Sydenham station approach, subject to agreement with the railway authorities. Improvements to the subway at Forest Hill are also being developed

Project	Funding £'000s)	Notes
Brockley Station	146	Complete
Forest Hill Subway	104	Work in progress
Sydenham Station	353	Work in progress planned to complement the Sydenham Town Centre

		Scheme
New Cross Station	50	Scheme to be identified
New Cross Gate		Dependent on Development opportunities
Honor Oak park	50	No scheme identified
Unallocated/contingency	27	
<b>Total</b>	<b>730</b>	

- 5.53 The Council has also been working with Railway partners in redeveloping Deptford Station, as part of a wider regeneration programme.

#### *Rail Improvements*

- 5.54 Lewisham residents are heavily dependent on good public transport provision as the majority of the workforce travel to jobs outside the borough to work. There are a number of rail improvements that have recently been introduced or are in the planning process, to improve both frequency, accessibility and capacity

#### *The London Overground*

- 5.55 Lewisham has long campaigned for the extension of the East London Line north and south and the introduction of Phase 1 earlier in the year provided the extension of the East London line from New Cross Gate to West Croydon and Crystal Palace and in the north from Whitechapel to Dalston, which has greatly improved both frequency and travel opportunities for Lewisham residents
- 5.56 Phase 2 works will extend the line from Surrey Quays to Clapham Junction. While both TfL and the borough have extensively lobbied the Department for Transport for a £7m contribution towards the provision of a new station at Surrey Canal Road , funding has been hit by the current financial climate.
- 5.57 Completion of construction of the Phase 2 route is programmed for early 2012, with opening to passengers services in the latter part of 2012 i.e. after the Olympics. There are proposals to construct Surrey Canal Road station as an addition to what will be already constructed and operated as part of the current ELL Phase 2 route designed.
- 5.58 The planned East London Line Extension Phase 2 will follow the line of the current footpath running north-south through the area and remove the informal routes across it which currently exist, without creating alternatives. It will therefore create a new barrier to movement across the area limiting access to Bridgehouse Meadows, and make it difficult for the area to function effectively.
- 5.59 Transport officers have looked at the proposed design of the railway and have identified several issues which need to be addressed to ensure that the railway is fully integrated with the surrounding area. These are principally about east-west pedestrian movements.
- 5.60 The Mayor agreed to use LIP funding for 2010/11 to allow work on the railway in the vicinity of the station and on the station itself and enable TfL to carry out

further design works on a number of areas involving access beneath the alignment in an east –west direction, and further work to the station that will provide a reduction in costs to construct the work once the railway is open, and provision has been made within the LIP programme in subsequent years to fund these interventions.

#### *Dockland Light Railway*

- 5.61 The council has supported the further enhancement and improvement to capacity via the DLR 3 car enhancement programme which has been running on the Bank to Lewisham section route.

#### *National Rail Improvements*

- 5.62 The constraints on the rail network in south London are well known with constraints on the existing network including a mix of services (fast, slow and freight), mix of termini, platform lengths and capacity at main line termini, high number of flat junctions and bottlenecks such as at Lewisham, together with overcrowding at peak times.
- 5.63 Network Rail have been producing Route Utilisation Strategies (RUS) with the specific proposals outlined in the South London RUS published in 2008 and the London and South East Route Utilisation Strategy, published for consultation. It addresses outstanding strategic matters relating to Crossrail and Thameslink, and capacity constraints at London termini and other key interchanges. It also suggests that the extension of the Bakerloo line from Elephant and Castle needs to be further examined.

#### *Improvements to the existing infrastructure*

- 5.64 The key proposals emerging for improvements to the existing infrastructure rather than new schemes is for longer 12 car capability on all London Southeastern services which will reduce crowding between Lewisham and London bridge and platform lengthening on the SouthCentral Sydenham line
- 5.65 In addition, there are improvements that have been implemented or planned to provide “Access for All” funding for DDA access at New Cross Gate, Lewisham, Blackheath, Forest Hill, Honor Oak Park, Brockley, Grove Park and New Cross is in place and work is proceeding.

#### *Thameslink and Crossrail*

- 5.66 The Thameslink Programme is a major enhancement programme that will permit up to 24 trains per hour up to twelve carriages to run through the core Thameslink route between St Pancras and Blackfriars and thence to various destinations in south London. When complete, the Thameslink programme will provide new connectivity and longer trains to a wider range of destinations.
- 5.67 The Crossrail Project is well underway and will be crucial in enabling potential growth to be realised through the provision of extra capacity and reduction of overcrowding on the central, District and Jubilee Lines. For Lewisham, the interchange at Whitechapel between the East London Line and Crossrail will provide convenient interchange with the Crossrail platforms being immediately below the East London Line ones

5.68 While both Thameslink and Crossrail will generate substantial additional capacity, TfL point out that beyond 2020 most of the potential for extracting additional capacity from existing routes will have been exhausted. Even with all currently planned investment, substantial overcrowding will remain on rail routes in the area. It is recognised that after all the current schemes are completed there are no further incremental capacity improvements possible and growth beyond 2020 will have to be accommodated by major investment

5.69 In the recently published Sub Regional Transport Plan there are two particular schemes to improve Transport in Lewisham.

***DLR Extension southwards from Lewisham via Catford to Forest Hill***

5.70 Extending the DLR further into South east London could provide direct access to Canary wharf for residents south of Lewisham, a new interchange at Catford, putting Bromley and Orpington one change of train from Canary Wharf, as well relieving pressure on the London Overground Route to Canada Water and the Canada water to Canary Wharf section of the Jubilee line which is forecast to remain very crowded even with the planned upgrades. It is recognised that more work will be required on the alignment from Lewisham to Catford.

5.71 However, funding constraints mean that priority will need to be given to maintaining the existing DLR network and providing essential upgrades where necessary. Therefore, new extensions are unlikely to obtain funding until after the current TfL Business Plan period of 2017/18.

5.72 Catford is a Major centre and the Council has wider aspirations to develop the centre and create a new public square with the South circular realigned. There are also aspirations to improve Forest Hill around the station, so any future enhancement proposals will to take this into account.

***Bakerloo Line extension***

5.73 The Mayor's Transport Strategy supports the long term extension of the Bakerloo Line from Elephant and Castle to improve access to south east London and to help provide better connectivity with other rail lines. A number of different options have been assessed, including a route to Hayes and others, including a link to Bromley, in order to meet best the desired outcomes of the Transport Strategy.

5.74 Capacity benefits in the east sub region and for Lewisham would assist population and employment growth and includes:

- | Enabling additional services on South Eastern lines to new destinations
- | Capacity for two additional trains per hour on each of the routes via Bexleyheath, Sidcup and Tonbridge has been identified
- | Reducing pressure on central London termini , providing wider benefits for Lewisham and the sub regions

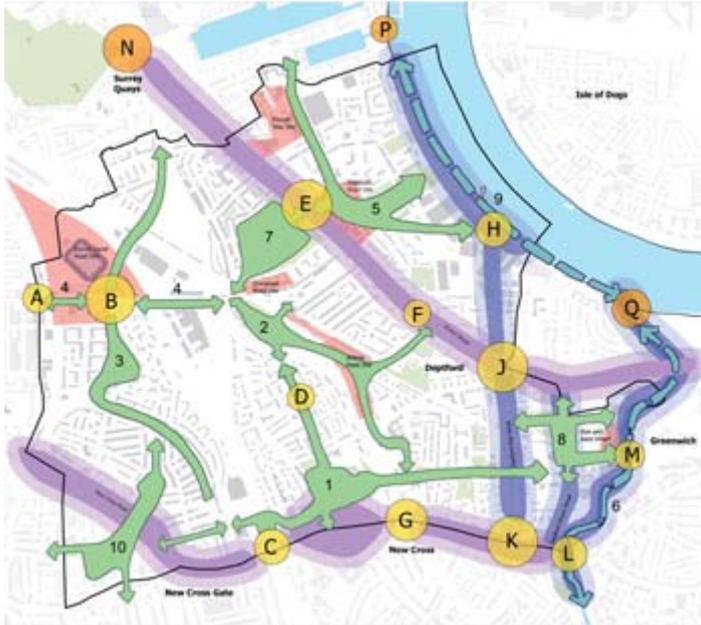
***Access for All***

5.75 Lewisham is benefitting from investment as part of the Department for Transport's "Access for All" programme which aims to provide improvements outside and within the busiest rail stations for obstacle-free routes. Lewisham's stations in the programme which to run to 2015 includes stations on the Southeastern route:

Lewisham, Blackheath; and London Overground stations: New Cross, New Cross Gate, Forest Hill and Honor Oak Park and Brockley.

**North Lewisham Links**

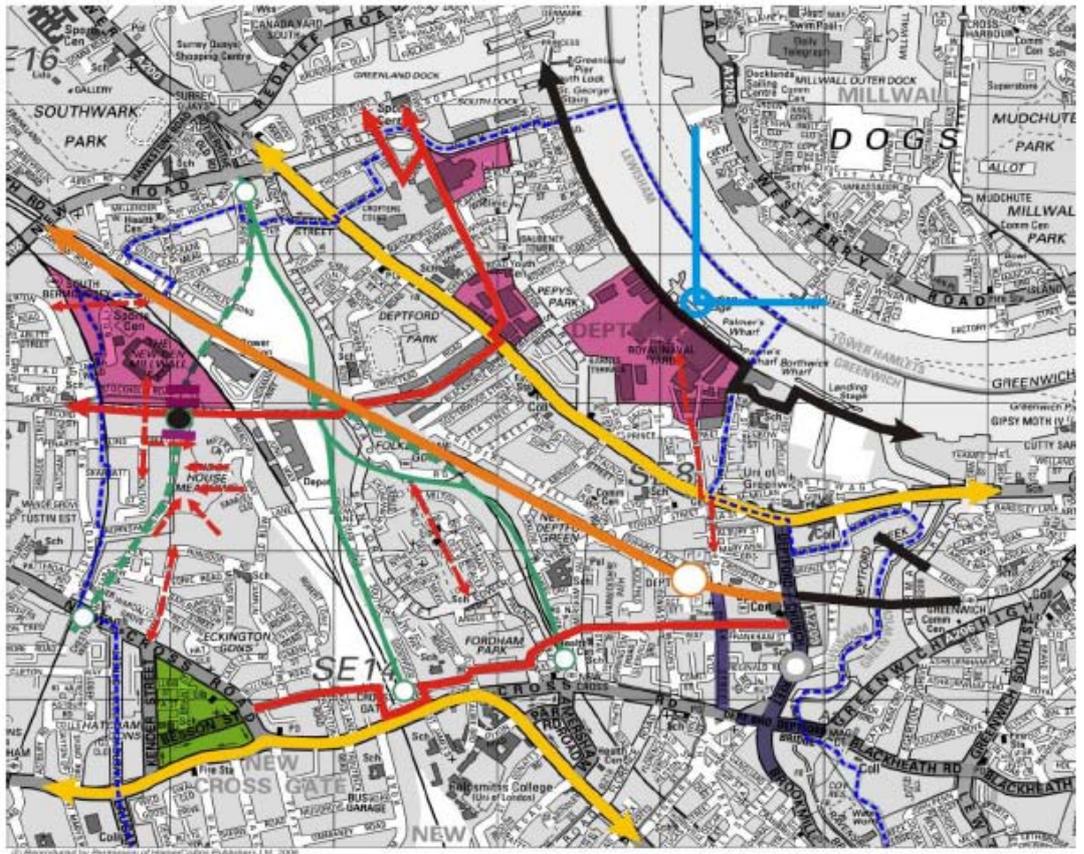
- 5.76 The North Lewisham Links programme aims to improve walking and cycling routes in the north of the borough. Ten separate routes have been identified that connect possible new development sites with existing (and new) community facilities such as schools and colleges, town centres, parks and public open spaces.



Key	
1. Deptford to New Cross Gate	6. Deptford Creek
2. Central Deptford	7. Deptford Park
3. The Western Connection	8. High Street to Creek
4. Surrey Canal Road	9. Riverside
5. Towards the river	10. New Cross Gate improvements

- 5.77 The Council is looking at a variety of different ways to fund this programme of work, including future LIP programmes. Already, £4 million has been secured from central government to enable work to begin on the route between Deptford and New Cross which runs parallel to New Cross Road and takes in Fordham Park, the New Cross Underpass and Margaret McMillan Park.
- 5.78 We are starting to map our transport aspirations for parts of the borough, as shown over the page.

## Deptford & New Cross Transport Aspirations



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- |       |  |   |   |
|-------|--|---|---|
| ----- | Borough Boundary                                       | ○ | New Deptford Station  |
| ○     | East London Line                                       | — | Major Schemes for Deptford Church Street & High Street        |
| ○     | ELL Extension Phase 2                                  | — | River Bus Service & Pier                                      |
| ●     | Proposed Station on ELLX                               | — | Underpasses to reduce ELLX severance                          |
| —     | Pedestrian & Cycle Routes                              | ← | Improving Permeability  |
| —     | Aspirational Pedestrian/Cycle Routes between LBL & LBG | ■ | Major Scheme Kender Street/Besson Street Streets for People   |
| —     | Pedestrian/Cycle Routes alongside railway viaduct      | ■ | Plough Way, Convoys, Deptford Wharves & Surrey Canal Triangle |
| —     | Cycle Superhighways                                    |   |   |



## 6 Performance Monitoring

### Introduction

6.1 In order to monitor delivery of our LIP objectives and intended outcomes, we have identified a number of performance indicators and (generally) associated targets. These include:

- I Mandatory indicators: those for which all boroughs are required to set agreed targets with TfL and which will be used to assess the delivery of the outcomes of the MTS.
- I Additional indicators comprising:
  - Those associated with other outcomes identified as being local priorities in Lewisham.
  - Those that we have identified as having the potential to monitor whether or not we are addressing issues identified within our borough Transport objectives.

6.2 We will keep these targets, as well as risks to delivery, under review. The monitoring and risk management processes for the LIP are closely linked to the Council's wider corporate processes, as detailed in **Appendix E**. This includes regular programme meetings and the production of annual service plans by management teams.

6.3 Monthly Works Programme meetings will generate monthly highlight reports that will be considered along with 'closure reports' within the Council's wider project and programme management arrangements. Appropriate corrective action will be implemented in the event that there is slippage with respect to any particular intervention that is a key action in the context of the ability to meet targets.

6.4 These annual service plans, which are signed-off by directorate management teams, include a performance measures action plan that incorporates targets covering three Council years. The milestones and targets will be incorporated into relevant annual service plans and the milestones reviewed in the light of the latest available data.

### Linking the MTS goals, our LIP objectives and indicators

6.5 Lewisham's long-established performance management framework emphasises linkages between visions through to indicators and targets: this is the 'golden thread'. It naturally applies to the borough's obligation to contribute, and in partnership with others, to the deliver the Mayor for London's Transport Strategy. The essential links between this strategy, the primary (but not exclusive) objectives identified within this LIP and indicators are set out in the table below.

Indicator	LIP objective(s)	MTS goal(s)
Mode share: cycling.	I Create a low emissions transport system and a resilient transport	I Economic development and

Indicator	LIP objective(s)	MTS goal(s)
	<p>network</p> <ul style="list-style-type: none"> <li>  Support and promote healthier and more physically active lifestyles</li> <li>  Reduce congestion and maximise the efficiency of the transport network</li> </ul>	<p>population growth</p> <ul style="list-style-type: none"> <li>  Quality of Life</li> </ul>
Cycling levels	<ul style="list-style-type: none"> <li>  Create a low emissions transport system and a resilient transport network</li> <li>  Support and promote healthier and more physically active lifestyles</li> <li>  Reduce congestion and maximise the efficiency of the transport network</li> </ul>	<ul style="list-style-type: none"> <li>  Economic development and population growth</li> <li>  Quality of Life</li> </ul>
Mode share walking	<ul style="list-style-type: none"> <li>  Create a low emissions transport system and a resilient transport network</li> <li>  Support and promote healthier and more physically active lifestyles</li> <li>  Reduce congestion and maximise the efficiency of the transport network</li> </ul>	<ul style="list-style-type: none"> <li>  Economic development and population growth</li> <li>  Quality of Life</li> </ul>
Bus reliability	<ul style="list-style-type: none"> <li>  Reduce congestion and maximise the efficiency of the transport network</li> </ul>	<ul style="list-style-type: none"> <li>  Economic development and population growth</li> </ul>
Accessible bus stops	<ul style="list-style-type: none"> <li>  Improve access to jobs, training and services, regardless of social background and physical health</li> <li>  Improve the urban environment, including the design and condition of highways and footways.</li> </ul>	<ul style="list-style-type: none"> <li>  Quality of life</li> </ul>
Asset condition	<ul style="list-style-type: none"> <li>  Improve the urban environment, including the design and condition of highways and footways.</li> </ul>	<ul style="list-style-type: none"> <li>  Economic development and population growth</li> </ul>
Road traffic casualties (including some specific travel modes and further	<ul style="list-style-type: none"> <li>  Reduce the number of road traffic collisions and improve safety on the public transport</li> </ul>	<ul style="list-style-type: none"> <li>  Safety and security</li> </ul>

Indicator	LIP objective(s)	MTS goal(s)
categorised as killed or seriously injured or total casualties)	network	
CO <sub>2</sub> emissions from ground-based transport	<ul style="list-style-type: none"> <li>  Create a low emissions transport system and a resilient transport network</li> </ul>	<ul style="list-style-type: none"> <li>  Climate change</li> </ul>
Air quality	<ul style="list-style-type: none"> <li>  Create a low emissions transport system and a resilient transport network</li> <li>  Support and promote healthier and more physically active lifestyles</li> </ul>	<ul style="list-style-type: none"> <li>  Quality of life</li> </ul>

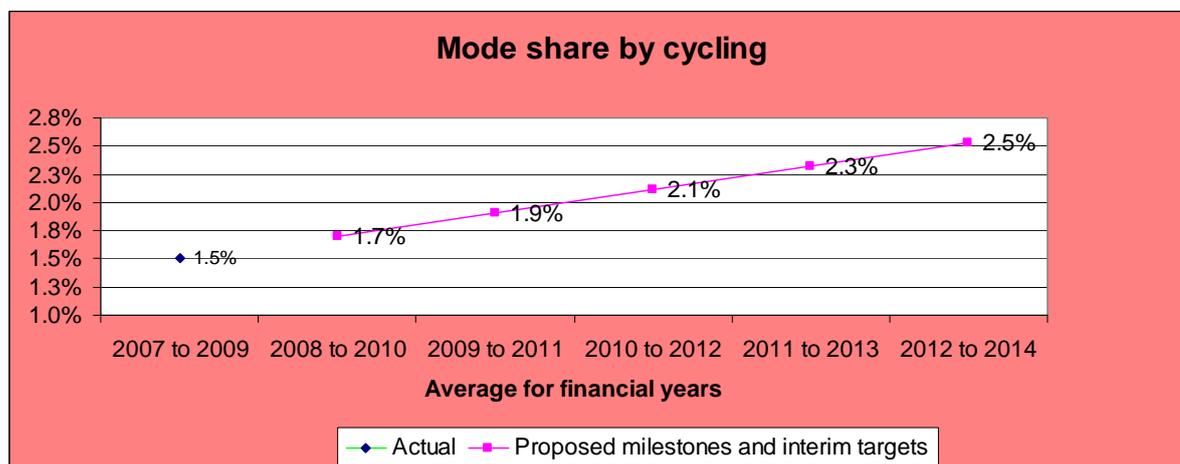
## Mandatory and additional indicators and our targets

### CYCLING - MODE SHARE

LIP mandatory target	Mode share: cycling				
Link to LIP objectives	Create a low emissions transport system and a resilient transport network				
Long term target	5% mode by 2026				
Short term target	2.5% (taking the average share for this mode from the years 2011-12 to 2013-4)				
Baseline and interim milestones <i>Please also see figure 1, below.</i>	Base	2010-11	2011-2	2012-3	2013-4
	Average for 2006/07, 2007/08 and 2008/09	Average for 2008/09, 2009/10 and 2010/11	Average for 2009/10, 2010/11 and 2011/12	Average for 2010/11, 2011/12 and 2012/13	Average for 2011/12, 2012/13 and 2013/14
	1.5%	1.9%	2.1%	2.3%	2.5%
Data source	London Travel Demand Survey data provided by TfL				
Evidence that the target is realistic and ambitious	The proposed target uses data obtained through the London Travel Demand Survey, available from 2006-7, but used in the context of this indicator to generate rolling averages, and sets milestones and interim targets based on straight line trajectory towards the longer term target for inner London boroughs provided by the Mayor for London's Transport Strategy, i.e. that by 2026, modal share for cycling London-wide should be 5%. Its baseline is the average taken from the years 2006/07 to 2008/09, as reported by the London Travel Demand Survey. Research suggests 36% of trips by mechanised modes are deemed to be cyclable.				
Key actions - for the Council	<p>Work with TfL to deliver Lewisham's part of the London Cycle Superhighway scheme</p> <p>Increase the provision of cycle parking facilities in public areas</p> <p>Encourage the provision of cycle parking facilities in workplaces and other</p>				

	<p>commercial areas</p> <p>Deliver an increase in cycling to school amongst staff and pupils through the implementation of School Travel Plans</p> <p>Facilitate cycling through the provision of contra-flow routes where practicable</p> <p>Deliver new cycling routes, particularly in the Deptford and New Cross areas</p> <p>Maintain adequate street lighting so that cycling is not discouraged because of concerns for personal safety</p> <p>Provide appropriate road safety education and training</p> <p>Publicise and participate in national campaigns and initiatives to promote cycling</p>
Key actions - for local partners	<p>Complementary publication and participation in national campaigns and initiatives through partners including Sustrans, Lewisham Cyclists, other boroughs forming the East London sub-regional group.</p> <p>Cycle parking provision by local employers</p> <p>Cycle parking provision by Network Rail at stations</p>
Principal risks: identification	<p>Interventions not delivered due to funding reductions, leading to people reverting to other modes without encouragement to use cycling as a travel mode.</p>
How we will manage risks	<p>Select the interventions that will use the available funding in the most effective way.</p> <p>Work in partnership with neighbouring boroughs to achieve synergies and reduce costs of delivering interventions</p>

FIGURE 6.1 TRAJECTORY FOR MODE SHARE BY CYCLING

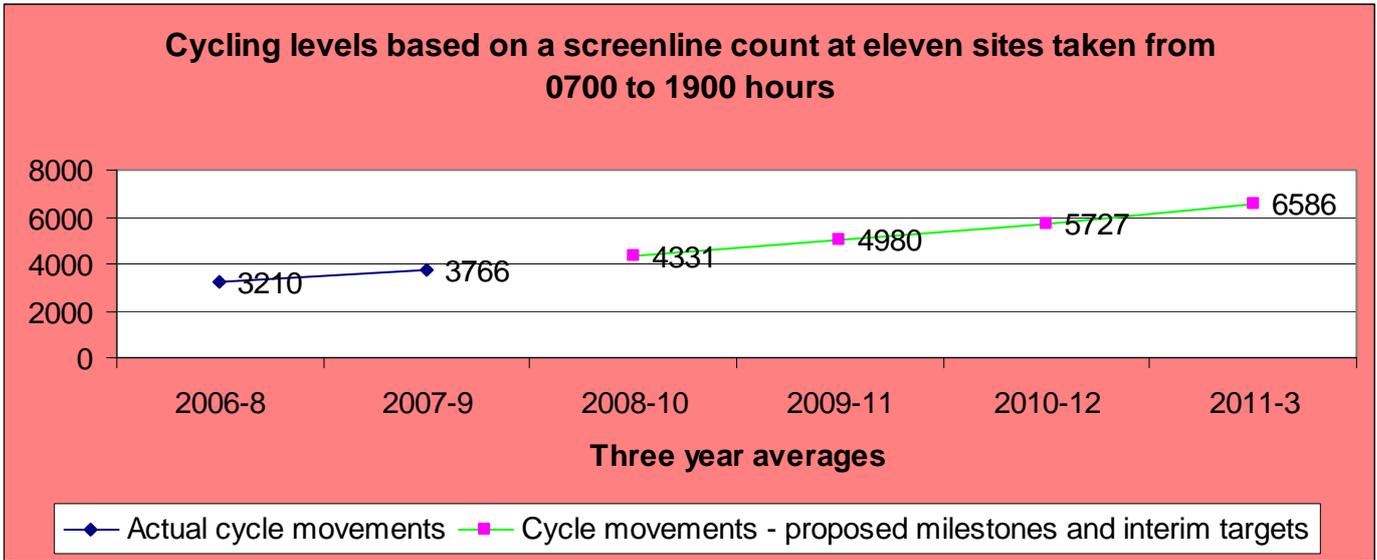


#### CYCLING LEVELS (LOCAL COUNTS)

LIP local target	Cycling levels
Link to LIP objectives	Create a low emissions transport system and a resilient transport network
Long term target	10% increase in overall cycling levels, based on the average of the levels for the years

	2007 to 2009, by 2031				
Short term target	6586 (taking the average number of cyclists passing monitoring points in 2011, 2012 and 2013)				
Baseline and interim milestones <i>Please also see figure 2, below</i>	Base	2010-11	2011-2	2012-3	2013-4
	Average for 2007, 2008 and 2009	Average for 2008, 2009 and 2010	Average for 2009, 2010 and 2011	Average for 2010, 2011 and 2012	Average for 2011, 2012 and 2013
	3766	4331	4980	5727	6586
Data source	Screenline counts organised by LB Lewisham taken between the hours of 0700 and 1900 on one day at eleven by videoing movements across a railway line running approximately north to south at eleven points. The locations of the count sites are in Appendix F.				
Evidence that the target is realistic and ambitious	For many years, a screenline count has been taken at sites along a line running approximately north to south in the western part of the borough each year. An additional monitoring site, giving eleven sites in total, was added in 2006. Analysis of results shows a growth in the average of the years 2007 to 2009 when compared to the average of the years 2006 to 2008 at a rate of 17%. We have selected an annual increase of 15% in this average for the duration of this LIP, anticipating that annual increases in cycling levels will reach a plateau level, compatible with the long term target being achieved.				
Key actions - for the Council	<p>Implement Lewisham's part of the London Cycle Superhighway scheme</p> <p>Increase the provision of cycle parking facilities in public areas</p> <p>Encourage the provision of cycle parking facilities in workplaces and other commercial areas</p> <p>Deliver an increase in cycling to school amongst staff and pupils through the implementation of School Travel Plans</p> <p>Facilitate cycling through the provision of contra-flow routes where practicable</p> <p>Deliver new cycling routes, particularly in the Deptford and New Cross areas</p> <p>Maintain adequate street lighting so that cycling is not discouraged because of concerns for personal safety</p> <p>Provide appropriate road safety education and training</p> <p>Publicise and participate in national campaigns and initiatives to promote cycling</p>				
Key actions - for local partners	<p>Complementary publication and participation in national campaigns and initiatives through partners including Sustrans, Lewisham Cyclists, other boroughs forming the East London sub-regional group.</p> <p>Cycle parking provision by local employers</p> <p>Cycle parking provision by Network Rail at stations</p>				
Principal risks: identification	Interventions not delivered due to funding reductions, leading to people reverting to other modes without encouragement to use cycling as a travel mode				
How we will manage risks	<p>Select the interventions that will use the available funding in the most effective way.</p> <p>Work in partnership with neighbouring boroughs to achieve synergies and reduce costs of delivering interventions</p>				

FIGURE 6.2 TRAJECTORY FOR CYCLING LEVELS BASED ON A SCREENLINE COUNT

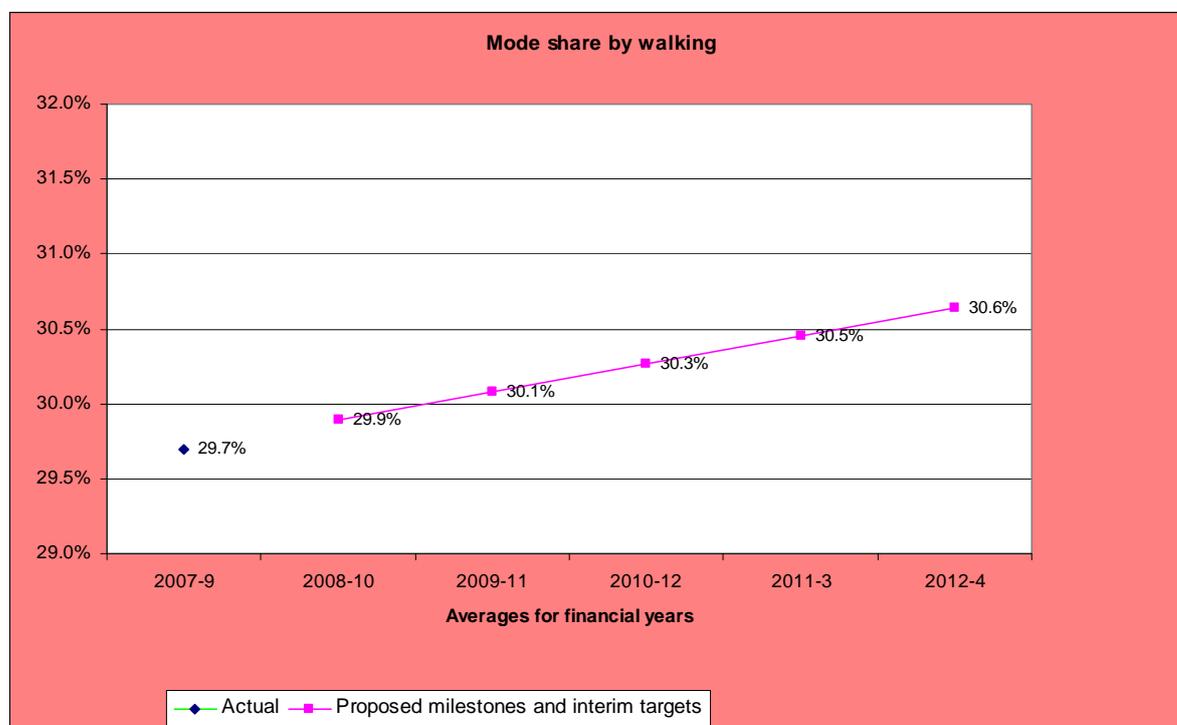


## WALKING - MODE SHARE

LIP mandatory target	Mode share: walking				
Link to LIP objectives	Create a low emissions transport system and a resilient transport network				
Long term target	1.5% increase by 2026 in walking mode over the average for the years 2006-7 to 2008-9.				
Short term target	30.6% (taking the average share for this mode from the years 2011-12 to 2013-4)				
Baseline and interim milestones <i>Please also see figure 3, below</i>	Base	2010-11	2011-2	2012-3	2013-4
	Average for 2006/07, 2007/08 and 2008/09	Average for 2008/09, 2009/10 and 2010/11	Average for 2009/10, 2010/11 and 2011/12	Average for 2010/11, 2011/12 and 2012/13	Average for 2011/12, 2012/13 and 2013/14
	29.7%	30.1%	30.3%	30.5%	30.6%
Data source	London Travel Demand Survey data provided by TfL				
Evidence that the target is realistic and ambitious	The proposed target reflects the longer term aspiration of increasing the number of walking trips as set out in the Mayor's Transport Strategy. Walking levels across London have remained relatively constant over the past eighteen or so years but with a continued improvement in the walking environment it is considered that a modest increase in walking mode share could be achieved in the long term.				
Key actions - for the Council	<p>Deliver an increase in walking to school amongst staff and pupils through the implementation of School Travel Plans</p> <p>Deliver improvements to Lewisham's segment of the Green Chain Walk network</p> <p>Deliver new walking routes, particularly in the Deptford and New Cross areas</p> <p>Maintain adequate street lighting so that cycling is not discouraged because of concerns for personal safety</p> <p>Provide appropriate road safety education and training</p> <p>Publicise and participate in national campaigns and initiatives to promote walking</p> <p>Provision of signage for pedestrians, promoting accessibility of key destinations by walking.</p>				
Key actions - for local partners	Provision of campaigns to promote walking through NHS partners.				
Principal risks: identification	<p>Risk 1: the environment does not attract more people to walk, because it is perceived as being unsafe or insecure.</p> <p>Risk 2: integration with other non-car modes is not achieved</p>				
How we will manage	Risk 1: through consultation to ascertain what concerns people have with respect to personal safety and security when walking, then by developing				

risks	schemes to address those concerns.
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FIGURE 6.3 TRAJECTORY FOR MODE SHARE BY WALKING

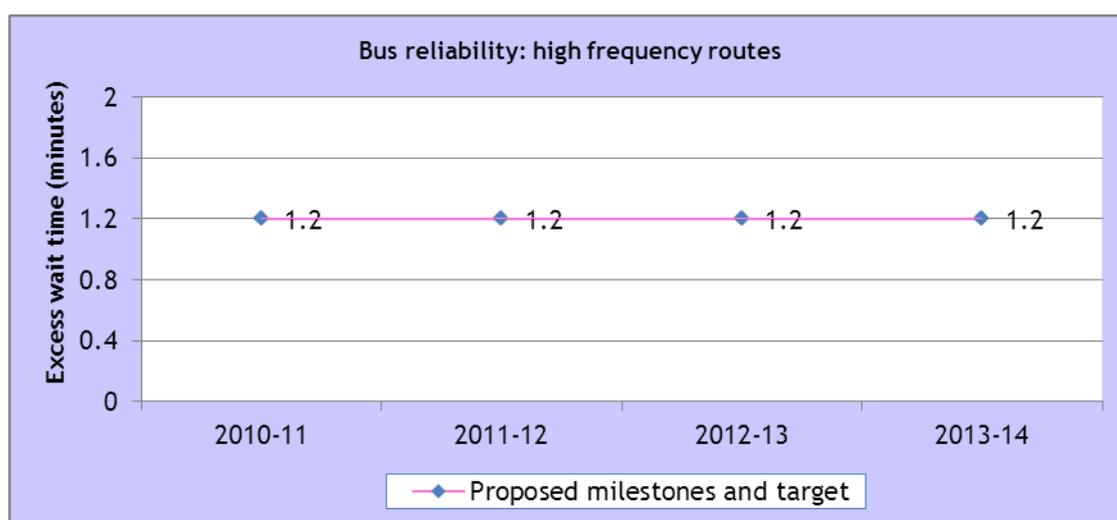


### BUS SERVICE RELIABILITY

LIP mandatory target	Bus service reliability based on the excess waiting time of all high-frequency services running through the Borough			
Link to LIP objectives	Reduce congestion and maximise the efficiency of the transport network			
Long term target	1.2 minutes excess wait time by 2017-8, as set out in the TfL Business Plan, 2009-10 to 2017-8			
Short term target	1.2 minutes excess wait time by 2013-4			
Baseline and interim milestones <i>Please also see figure 4, below</i>	Base 2009-10	2011-2	2012-3	2013-4
	1.2 minutes	1.2 minutes	1.2 minutes	1.2 minutes
Data source	London bus Quality of Service Indicators provided by TfL			
Evidence that the target is realistic and ambitious	Within the context that by 2031, bus service reliability is expected to be maintained at the same levels as in 2006, particularly if measures such as road user charging are implemented, it is understood that TfL anticipate that excess waiting times are more likely to increase rather than to			

	decrease within this period. Our targets reflect those set out in the Transport for London Business Plan 2009/10 - 2017/8. In effect, this is to take those targets as a pan-London target for all London boroughs, but this approach is seen as being the most realistic available, given that (a) high frequency bus routes run predominantly on the TLRN and that (b) high frequency routes typically pass through many boroughs in addition to Lewisham
Key actions - for the Council	Facilitate liaison meetings between Deputy Mayor, other Council Members, London Buses and bus operating companies  Integrate measures to improve the reliability of bus services into the design and planning of schemes.  Ensure the enforcement of parking controls and correct use of bus lanes  Use of S106 planning agreements to improve access to bus stops.  Co-ordination of street works, including permitting arrangements, to mitigate possible impacts upon bus services.
Key actions - for local partners	Provision of bus shelters, with improved bus service information displays.
Principal risks: identification	Risk 1: - funding reductions lead to inability to enforce parking controls and correct bus lanes.  Risk: 2 - need for unplanned street works, especially an emergency affecting a utility company
How we will manage risks	Risk 1: - through the reallocation of remaining resources to areas where most likely to improve reliability of bus services.  Risk 2 - through the introduction of traffic management measures to reduce the impact upon the local road network..

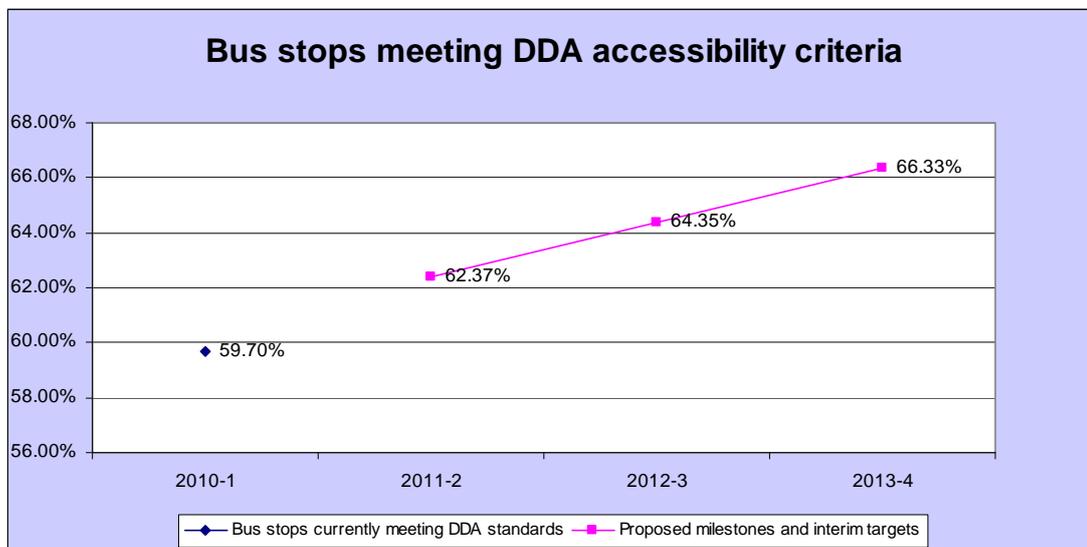
FIGURE 6.4 TRAJECTORY FOR BUS RELIABILITY: HIGH FREQUENCY ROUTES



## ACCESSIBLE BUS STOPS

LIP local target	Accessible bus stops			
Link to LIP objectives	Improve access to jobs, training and services, regardless of social background and physical health			
Long term target	100% of all bus stops in Lewisham to be accessible by 2031			
Short term target	66.33% of all bus stops in Lewisham to be accessible by 2013-14			
Baseline and interim milestones <i>Please also see figure 5, below</i>	Base 2010-11	2011-2	2012-3	2013-4
	59.70%	62.37%	64.35%	66.33%
Data source	Bus stop accessibility data provided by consultants as commissioned by the borough.			
Evidence that the target is realistic and ambitious	Our short term target is set having regard to the aspiration as stated in our long term target and it and the milestones represent points on a straight line taken from a baseline of 59.70% of bus stops within Lewisham (inclusive of those sited on the TLRN) currently meeting national accessibility standards. The current TfL business plan sets out to ensure that 65% of bus stops in London are accessible by 2017-8.			
Key actions - for the Council	Carry out appropriate engineering works to achieve bus stop accessibility Remove all items of Council-owned street furniture from bus stop areas that are detrimental to bus stop accessibility Encourage developers to incorporate provision for accessible bus stops in their designs			
Key actions - for local partners	Carry out appropriate engineering works to achieve bus stop accessibility			
Principal risks: identification	Risk 1: delays arise as a result of an accident occurring at a working site. Risk 2: programme of works not completed because contractor not adequately resourced. Risk 3: emergency works by third party prevent works being undertaken			
How we will manage risks	Risk 1: through the use of appropriate temporary traffic controls and by ensuring that methods of work are consistent with health and safety policy. Risk 2: through the continuation of a good working relationship with contractor Risk 3: through the utilisation of existing communication channels with statutory undertakers, and through having a list of 'reserve' sites available to which resources could be diverted.			

FIGURE 6.5 BUS STOPS MEETING DDA ACCESSIBILITY CRITERIA

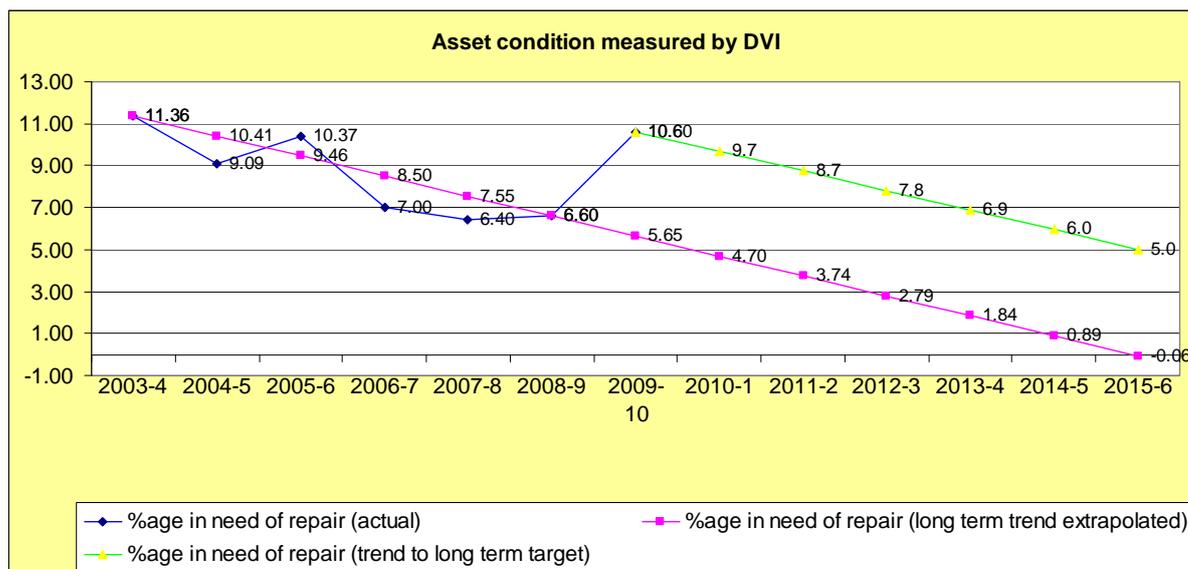


ASSET CONDITION

LIP mandatory target	Asset condition measured in terms of percentage of the Borough's Principal Road Network where maintenance should be considered				
Link to LIP objectives	Improve the urban environment, including the design and condition of highways and footways.				
Long term target	To achieve and then to sustain to no more than 5.0 from 2017/18 onwards				
Short term target	No more than 6.9 by 2013-4				
Baseline and interim milestones <i>Please also see figure 6, below</i>	Base				
	2009-10	2010-11	2011-2	2012-3	2013-4
	10.6	9.7	8.7	7.8	6.9
Data source	DVI survey data supplied by LB Hammersmith and Fulham				
Evidence that the target is realistic and ambitious	Steady progress was made to improve the condition of the borough principal road network between 2002-3 and 2008-9. It is believed that the chief reason for the apparent worsening in network condition shown in 2009-10 was the severity of the winter weather, although variations in perception of highway condition between inspectors could also provide an explanation. The 2013-4 target is proposed using local managerial knowledge of works carried out since the last survey of these roads (in the autumn of 2009) and likely to be carried out before survey in the autumn of 2013. Its baseline is network condition as reported in 2009-10, but is informed by the generally improving trend emerging between 2003 and 2009.				
Key actions - for the	Identify a three-year principal road resurfacing programme based upon				

Council	current knowledge of expired assets, and which is consistent with our Highways Asset Management Plan Identify sources of funding other than from TfL
Principal risks: identification	Risk 1: during the relevant period, a winter with a severity comparable to that occurring in December 2009 and January 2010 occurs Risk 2: delays arise as a result of an accident occurring at a working site. Risk 3 programme of works not completed because contractor not adequately resourced Risk 4: emergency works by third party prevent works being undertaken
How we will manage risks	Risk 1: through the use of appropriate temporary traffic controls and by ensuring that methods of work are consistent with health and safety policy. Risk 2: through the continuation of a good working relationship with contractor. Risk 3: through the utilisation of existing communication channels with statutory undertakers, and by adjusting the programme of works.

FIGURE 6.6 TRAJECTORY FOR ASSET CONDITION MEASURED BY DVI

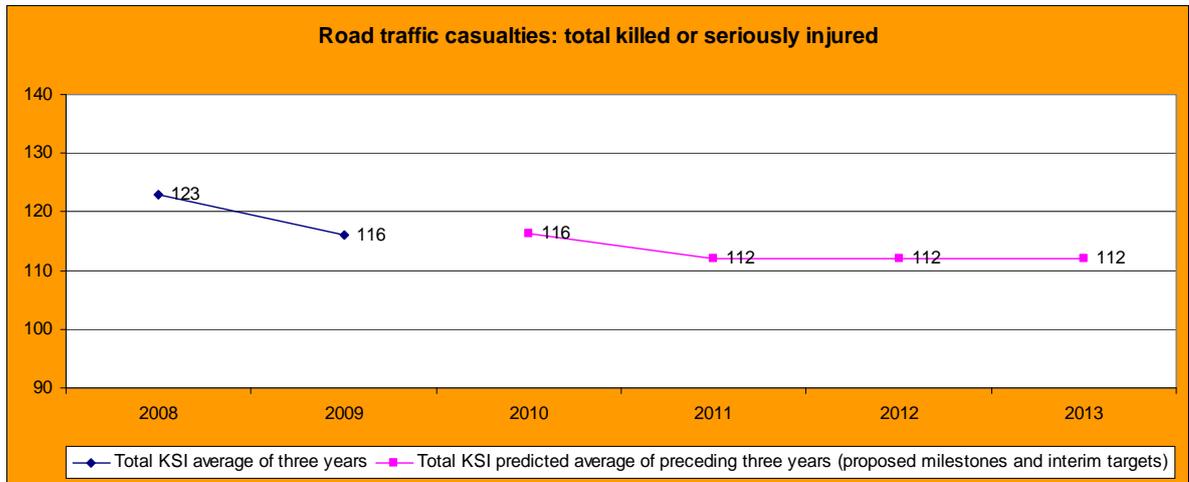


## ROAD TRAFFIC CASUALTIES

LIP mandatory target	Road traffic casualties (KSI)				
Link to LIP objectives	Reduce the number of road traffic collisions and improve safety on the public transport network				
Long term target	Average of 97 casualties reported in 2020				
Short term target	Average of 112 casualties reported in 2013				
Baseline and interim milestones <i>Please also see figure 7, below</i>	Base Average for 2006, 2007 and 2008	2010 Average for 2008, 2009 and 2010	2011 Average for 2009, 2010 and 2011	2012 Average for 2010, 2011 and 2012	2013 Average for 2011, 2012 and 2013
	123	112	112	112	112
Data source	Data provided by the London Road Safety Unit				
Evidence that the target is realistic and ambitious	<p>This target assumes that the proposed national target (to reduce the number of people killed or seriously injured by at least 33% by 2020, based upon the 2004-8 average) will be adopted. The trajectory from the baseline (i.e. the 2004-8 average) to the maximum number of casualties that would be expected by 2020 produces anticipated numbers of casualties that exceeds actual numbers of casualties as recorded in recent years, hence the selection of targets that do not appear to seek a reduction in casualties in the short term. However, the trend that is apparent in three year averages calculated from 2006 produces much more demanding targets that would not be compatible with the opinion that the opportunity to take additional engineering action could not be justified against the criterion of achieving favourable rates of return. The possibility of some reduction in casualties arising from reductions in permitted blood alcohol levels for drivers and innovations in testing for impairment caused by drugs is not discounted, but given uncertainty with regard to what level of police enforcement might be expected in the context of public sector expenditure cuts, a cautious approach is adopted and our proposed target is not weighted to take these considerations into account</p>				
Key actions - for the Council	<p>Continue use a data-led approach to develop engineering solutions</p> <p>Review engineering action previously taken and revise where necessary</p> <p>Provide a comprehensive programme of road safety education and training</p> <p>Make use of CCTV to deter road traffic contraventions that threaten road safety</p> <p>Encourage adherence to speed limits through use of speed indication</p>				

	devices
Key actions - for local partners	Identify and implement engineering solutions to reduce casualties arising from collisions on the TLRN. Provide support to Council's road safety initiatives
Principal risks: identification	Risk 1: it is not possible to identify compelling reasons, using the principle of first year rate of return, for the Council to introduce more safety schemes or to introduce more 20 mph zones. Risk 2: an increase in the number of non-Lewisham residents as road traffic collision casualties, who would not be the audience to our road safety education initiatives Risk 3: delays arise as a result of an accident occurring at a working site. Risk 4: programme of works not completed because contractor not adequately resourced Risk 5: emergency works by third party prevent works being undertaken Risk 6: road users generally less exposed to national road safety initiatives following funding reductions
How we will manage risks	Risk 1: through diverting resources to alternative actions Risk 2: through exposure to campaigns organised either by the Department for Transport or by other local authorities. Risk 3: through the use of appropriate temporary traffic controls and by ensuring that methods of work are consistent with health and safety policy Risk 4: through the continuation of a good working relationship with contractor. Risk 5: through the utilisation of existing communication channels with statutory undertakers, and through having a list of 'reserve' sites available to which resources could be diverted. Risk 6: it is currently anticipated that local road safety initiatives will continue, which can be designed to address specific local requirements.

FIGURE 6.7 TRAJECTORY FOR ROAD TRAFFIC COLLISIONS: TOTAL KILLED OR SERIOUSLY INJURED

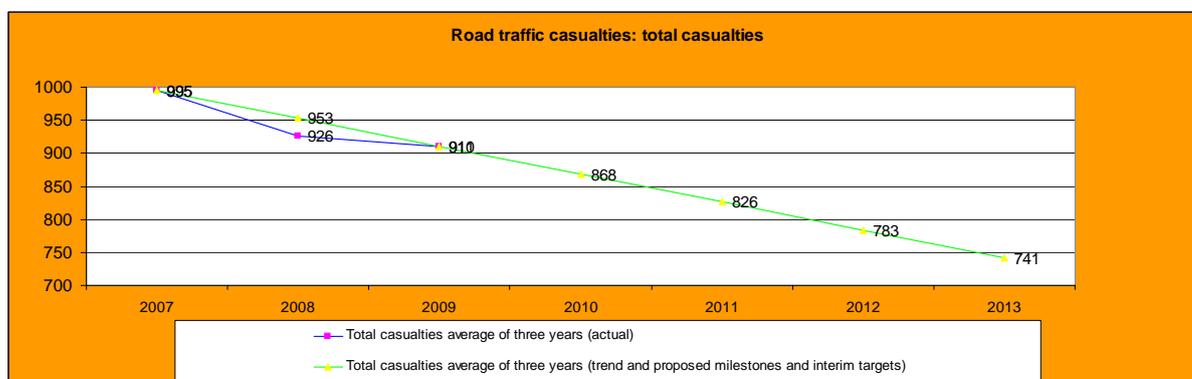


ROAD TRAFFIC CASUALTIES (ALL CASUALTIES)

LIP mandatory target	Road traffic casualties (all casualties)				
Link to LIP objectives	Reduce the number of road traffic collisions and improve safety on the public transport network				
Long term target	Average of 649 casualties reported in 2020				
Short term target	Average of 741 casualties reported in 2013				
Baseline and interim milestones <i>Please also see figure 8, below</i>	Base Average for 2006, 2007 and 2008	2010 Average for 2008, 2009 and 2010	2011 Average for 2009, 2010 and 2011	2012 Average for 2010, 2011 and 2012	2013 Average for 2011, 2012 and 2013
	926	868	826	783	741
Data source	Data provided by the London Road Safety Unit				
Evidence that the target is realistic and ambitious	This target is based upon an assumption that the rate of decrease of three year averages when the numbers of all casualties are combined between 2005 and 2009 continues. To be met successfully, action would have to be taken to arrest the increase in slight injuries that has occurred in recent years				
Key actions - for the Council	<p>Continue use a data-led approach to develop engineering solutions</p> <p>Review engineering action previously taken and revise where necessary</p> <p>Provide a comprehensive programme of road safety education and training</p> <p>Make use of CCTV to deter road traffic contraventions that threaten road safety</p>				

	Encourage adherence to speed limits through use of speed indication devices
Key actions - for local partners	Identify and implement engineering solutions to reduce casualties arising from collisions on the TLRN. Provide support to Council's road safety initiatives
Principal risks: identification	Risk 1: it is not possible to identify compelling reasons, using the principle of first year rate of return, for the Council to introduce more safety schemes or to introduce more 20 mph zones. Risk 2: an increase in the number of non-Lewisham residents as road traffic collision casualties, who would not be the audience to our road safety education initiatives Risk 3: delays arise as a result of an accident occurring at a working site. Risk 4: programme of works not completed because contractor not adequately resourced Risk 5: emergency works by third party prevent works being undertaken Risk 6: road users generally less exposed to national road safety initiatives following funding reductions
How we will manage risks	Risk 1: through diverting resources to alternative actions Risk 2: through exposure to campaigns organised either by the Department for Transport or by other local authorities. Risk 3: through the use of appropriate temporary traffic controls and by ensuring that methods of work are consistent with health and safety policy Risk 4: through the continuation of a good working relationship with contractor. Risk 5: through the utilisation of existing communication channels with statutory undertakers, and through having a list of 'reserve' sites available to which resources could be diverted Risk 6: it is currently anticipated that local road safety initiatives will continue, which can be designed to address specific local requirements

FIGURE 6.8 TRAJECTORY FOR ROAD TRAFFIC COLLISIONS: TOTAL CASUALTIES

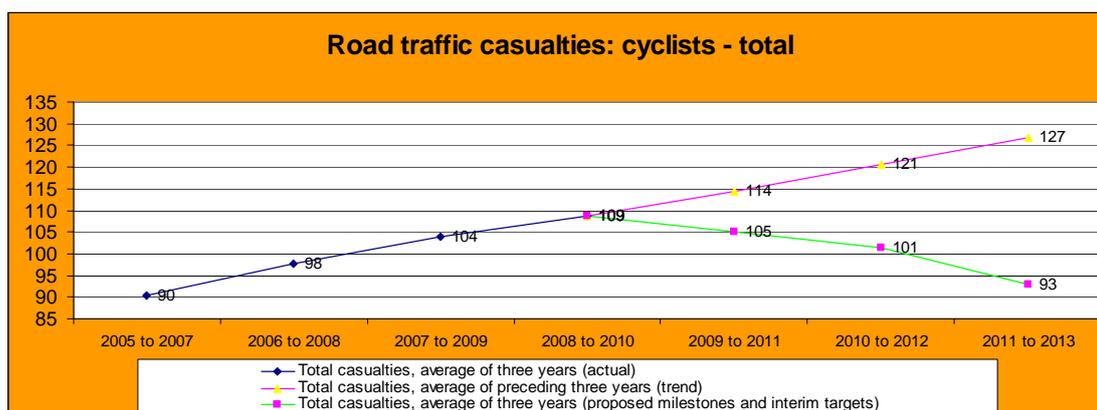


## PEDAL CYCLISTS (TOTAL CASUALTIES)

LIP local target	Pedal cyclists (total casualties)				
Link to LIP objectives	Reduce the number of road traffic collisions and improve safety on the public transport network				
Long term target	Average of 73 casualties for the calendar years 2018, 2019 and 2020				
Short term target	Average of 90 casualties reported in 2013				
Baseline and interim milestones <i>Please also see figure 9, below</i>	<b>Base</b> Average for 2006, 2007 and 2008	<b>Base</b> Average for 2008, 2009 and 2010	<b>Base</b> Average for 2009, 2010 and 2011	<b>Base</b> Average for 2010, 2011 and 2012	<b>Base</b> Average for 2011, 2012 and 2013
	104	109	105	101	93
Data source	Data provided by the London Road Safety Unit				
Evidence that the target is realistic and ambitious	An additional target that is inspired by local concern that an increase in people using pedal cycles may lead to an increase in casualties given the perceived vulnerability of users of this form of transport. The proposed target is inspired by DfT consultation on a national target for casualty reduction to be achieved by 2020, to the extent that it seeks a reduction of 33%, based on the average of the years 2004 to 2008 as a baseline				
Key actions - for the Council	<p>Continue use a data-led approach to develop engineering solutions</p> <p>Review engineering action previously taken and revise where necessary</p> <p>Provide a comprehensive programme of road safety education and training</p> <p>Make use of CCTV to deter road traffic contraventions that threaten road safety</p> <p>Encourage adherence to speed limits through use of speed indication devices</p>				
Key actions - for local partners	<p>Identify and implement engineering solutions to reduce casualties arising from collisions on the TLRN.</p> <p>Provide support to Council's road safety initiatives</p>				
Principal risks: identification	<p>Risk 1: it is not possible to identify compelling reasons, using the principle of first year rate of return, for the Council to introduce more safety schemes or to introduce more 20 mph zones.</p> <p>Risk 2: an increase in the number of non-Lewisham residents as road traffic collision casualties, who would not be the audience to our road safety education initiatives</p> <p>Risk 3: delays arise as a result of an accident occurring at a working site.</p> <p>Risk 4: programme of works not completed because contractor not adequately resourced</p> <p>Risk 5: emergency works by third party prevent works being undertaken</p> <p>Risk 6: road users generally less exposed to national road safety initiatives following funding reductions</p>				
How we will manage risks	<p>Risk 1: through diverting resources to alternative actions</p> <p>Risk 2: through exposure to campaigns organised either by the Department for Transport or by other local authorities.</p> <p>Risk 3: through the use of appropriate temporary traffic controls and by ensuring</p>				

	<p>that methods of work are consistent with health and safety policy</p> <p>Risk 4: through the continuation of a good working relationship with contractor.</p> <p>Risk 5: through the utilisation of good existing communication channels with statutory undertakers, and through having a list of 'reserve' sites available to which resources could be diverted</p> <p>Risk 6: it is currently anticipated that local road safety initiatives will continue, which can be designed to address specific local requirements</p>
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**FIGURE 6.9 TRAJECTORY FOR ROAD TRAFFIC COLLISIONS: CYCLISTS - TOTAL CASUALTIES**

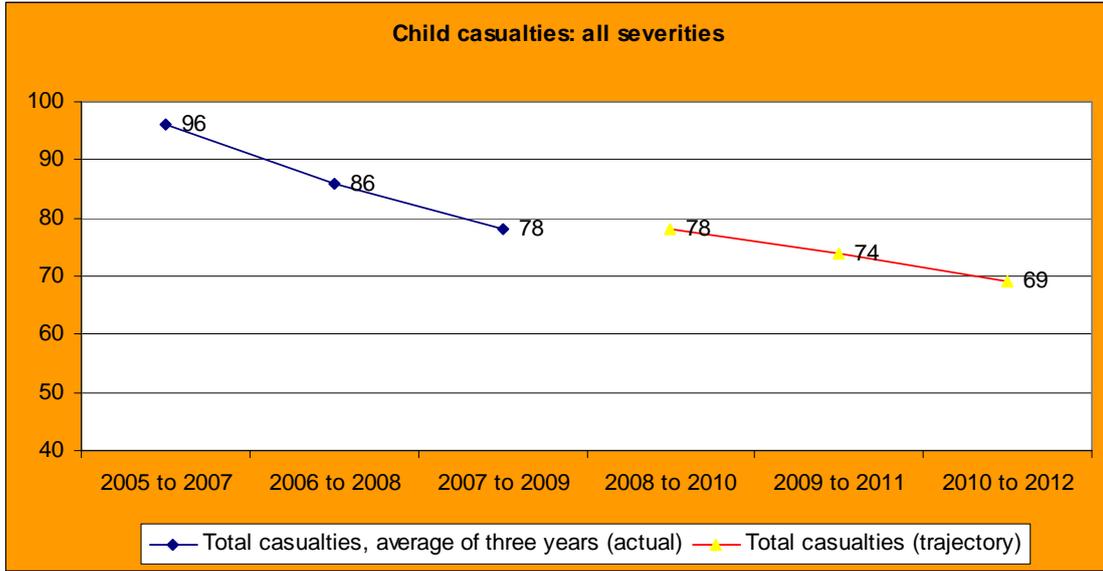


**CHILD CASUALTIES**

LIP local target	Children (aged under 16 years: total casualties)				
Link to LIP objectives	Reduce the number of road traffic collisions and improve safety on the public transport network				
Long term target	Average of 51 casualties for the calendars year 2018, 2019 and 2020				
Short term target	Average of 63 casualties reported in 2013-4				
Baseline and interim milestones <i>Please also see figure 10, below</i>	<b>Base</b> Average for 2006, 2007 and 2008	<b>2010</b> Average for 2008, 2009 and 2010	<b>2011</b> Average for 2009, 2010 and 2011	<b>2012</b> Average for 2010, 2011 and 2012	<b>2013</b> Average for 2011, 2012 and 2013
	86	78	78	74	69
Data source	Data provided by the London Road Safety Unit				
Evidence that the target is realistic and ambitious	Although such an indicator does not exist at a national level, targets have previously existed in respect of reducing the number of children killed or seriously injured and were proposed again in 2009 on the basis of a 50% reduction by 2020. This target is based on the same reduction, but as applied to all injury severities. An alternative target, based on extrapolating the trend of the three year rolling average was not used on				

	the basis that it suggested too ambitious a target.
Key actions - for the Council	<p>Continue use a data-led approach to develop engineering solutions</p> <p>Review engineering action previously taken and revise where necessary</p> <p>Provide a comprehensive programme of road safety education and training</p> <p>Make use of CCTV to deter road traffic contraventions that threaten road safety</p> <p>Encourage adherence to speed limits through use of speed indication devices</p>
Key actions - for local partners	<p>Identify and implement engineering solutions to reduce casualties arising from collisions on the TLRN.</p> <p>Provide support to Council's road safety initiatives</p>
Principal risks: identification	<p>Risk 1: it is not possible to identify compelling reasons, using the principle of first year rate of return, for the Council to introduce more safety schemes or to introduce more 20 mph zones.</p> <p>Risk 2: an increase in the number of non-Lewisham residents as road traffic collision casualties, who would not be the audience to our road safety education initiatives</p> <p>Risk 3: delays arise as a result of an accident occurring at a working site.</p> <p>Risk 4: programme of works not completed because contractor not adequately resourced</p> <p>Risk 5: emergency works by third party prevent works being undertaken</p> <p>Risk 6: road users generally less exposed to national road safety initiatives following funding reductions</p>
How we will manage risks	<p>Risk 1: through diverting resources to alternative actions</p> <p>Risk 2: through exposure to campaigns organised either by the Department for Transport or by other local authorities.</p> <p>Risk 3: through the use of appropriate temporary traffic controls and by ensuring that methods of work are consistent with health and safety policy</p> <p>Risk 4: through the continuation of a good working relationship with contractor.</p> <p>Risk 5: through the utilisation of existing communication channels with statutory undertakers, and through having a list of 'reserve' sites available to which resources could be diverted.</p> <p>Risk 6: it is currently anticipated that local road safety initiatives will continue, which can be designed to address specific local requirements</p>

FIGURE 6.10 TRAJECTORY FOR ROAD TRAFFIC COLLISIONS: CHILD CASUALTIES  
- ALL SEVERITIES



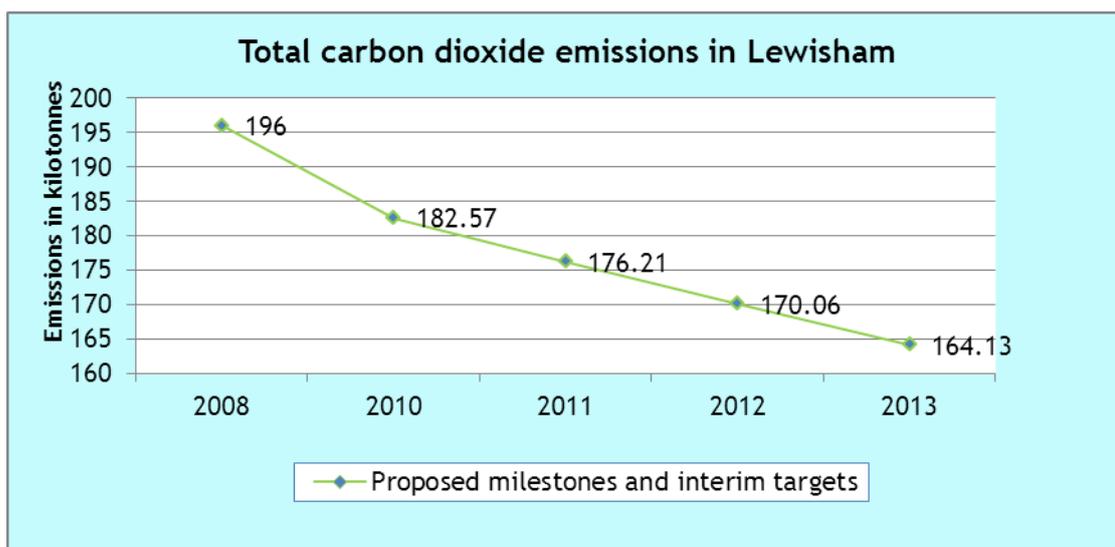
CO<sup>2</sup> EMISSIONS

LIP mandatory target	CO <sub>2</sub> emissions from all sources of ground-based transport				
Link to LIP objectives	Create a low emissions transport system and a resilient transport network				
Long term target	45.3% reduction in London's CO <sub>2</sub> emissions from ground-based transport by 2025, taken from a 1990 baseline				
Short term target	A maximum of 164.13 kilo tonnes of emissions by 2013				
Baseline and interim milestones	Base 2008	2010	Base 20011	Base 2012	Base 2013
<i>Please also see figure 11, below</i>	196.00 kilo tonnes	182.57 kilo tonnes	176.21 kilo tonnes	170.06 kilo tonnes	164.13 kilo tonnes
Data source	Data from the GLA's London Energy and Greenhouse Gas Inventory provided by TfL				
Evidence that the target is realistic and ambitious	The target is set to be consistent with the Mayor for London's target that there should be a 60% reduction overall in London's CO <sub>2</sub> emissions from all sources by 2025, taken from a 1990 baseline. Transport is expected to be one of the more difficult sectors from which to cut emissions and TfL has suggested that a 45.3% reduction is required from the transport sector, In this particular case, because the target trajectory has been provided by TfL, it is extremely difficult to provide evidence that the target is realistic and ambitious. Whilst all efforts will be made to meet the target for 2013, there is a strong sense that this may not be possible, although this does not necessarily detract from meeting reduction targets in the longer term.				

<p>Key actions - for the Council</p>	<p>Through all actions previously identified expected to lead to an increase in cycling and walking</p> <p>Use planning powers to restrict the provision of car-parking spaces in new developments</p> <p>Procure vehicles for the Council's fleet that emit either no or low levels of CO<sub>2</sub></p> <p>Encourage larger businesses based in Lewisham to adopt workplace travel plans, and through them to promote sustainable travel through the behavioural change.</p> <p>Promoting car clubs, and encouraging car club operators to use low or no emissions vehicles, to discourage second and subsequent car ownership.</p> <p>Provide electric vehicle recharging points to encourage wider use of electric vehicles both within Lewisham and nationally, whilst providing a foundation for incentives provided by central government fiscal policies.</p> <p>Increasing the number of street trees, to 'offset' CO<sub>2</sub> emissions through photosynthesis</p> <p>Rationalise suppliers of goods and services to the Council so that it is not necessary for them to be delivered by a multiplicity of companies.</p> <p>Continue to engage with local schools with respect to the implementation and delivery of school travel plans</p> <p>Continue to engage with employers in all sectors with respect to the implementation and delivery of workplace travel plans</p>
<p>Key actions - for local partners</p>	<p>To facilitate the flow of traffic and to optimise the efficiency of the road network within Lewisham through the coordination of traffic signals and through traffic signal timing reviews.</p> <p>Provide adequate opportunity to use sustainable transport, especially in new developments and in established areas where population growth is envisaged</p> <p>Where a vehicle fleet is operated, procure vehicles that emit either no or low levels of CO<sub>2</sub></p> <p>Engage with the higher education sector and with the tourism sector with respect to the implementation and delivery of workplace travel plans</p>
<p>Principal risks: identification</p>	<p>The principal risk for this target is that whilst Lewisham 'owns' the target, it is not only reliant upon its local partners, but also upon the following:</p> <p>Central government fiscal policies - which might change or be removed entirely according to changing national and international priorities.</p> <p>Changes in vehicle technologies and efficiency improvements (which the Mayor for London's Transport Strategy acknowledges will make up over 80% of the CO<sub>2</sub> emissions reductions envisaged by 2025)</p> <p>Action to be taken within the private sector, both as employers and as providers of services, such as car clubs, where it must be presumed that the first consideration will be the commercial success of the business concerned.</p> <p>Population increase, such that the consequential rise in traffic and emissions levels outpaces all activities designed to reduce emissions.</p> <p>Additional risks include reductions in funding, particularly leading to a</p>

	reduction in posts affecting the Council's ability to influence travel choices and people using road transport to pass through the borough remaining out of reach of the Council's initiatives.
How we will manage risks	Through reviewing and redistributing resources as necessary, and through working with partner organisations and stakeholders, including the mutual delivery of initiatives to promote sustainable travel.

FIGURE 6.11 TRAJECTORY FOR TOTAL CARBON DIOXIDE EMISSIONS IN LEWISHAM

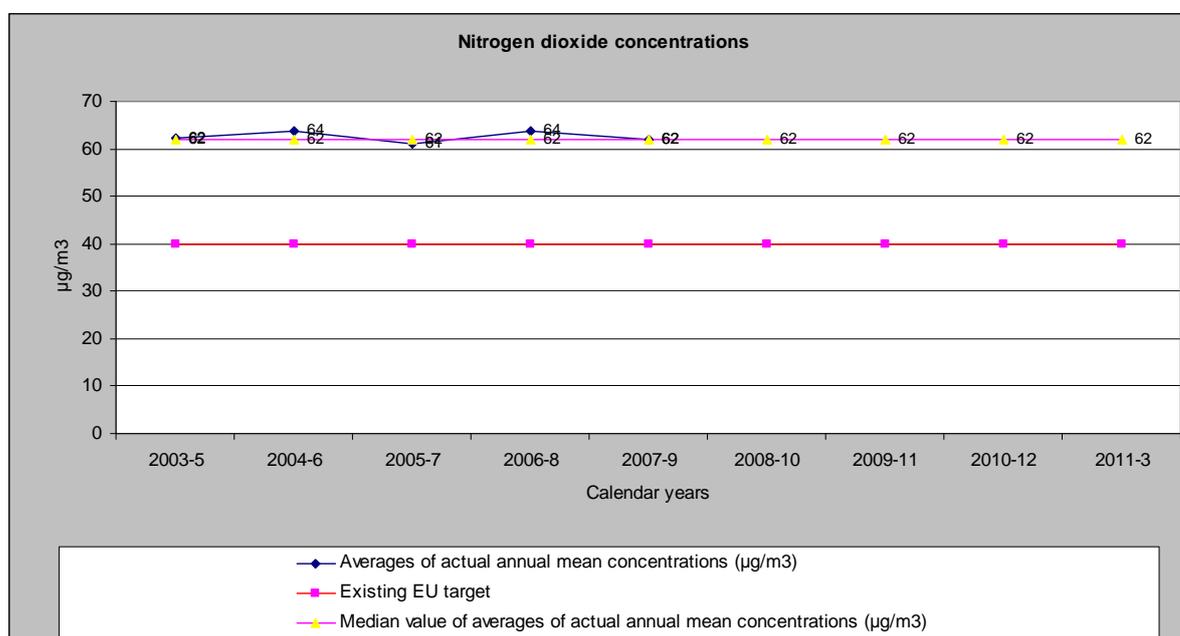


#### AIR QUALITY

LIP local target	Air quality: three year average of annual mean concentrations of NO <sub>2</sub> as measured by automatic monitoring equipment located at Hobgoblin PH, New Cross Road, SE14 6AA				
Link to LIP objectives	Create a low emissions transport system and a resilient transport network				
Long and short term target	Three year average of mean concentrations of NO <sub>2</sub> to be equal to or less than 40 µg/m <sup>3</sup> .				
Baseline and interim milestones <i>Please also see figure 12, below</i>	Base	2010	2011	2012	2013
	Median of annual averages for 2003 to 2009	Average for 2008, 2009, and 2010	Average for 2009, 2010, and 2011	Average for 2010, 2011, and 2012	Average for 2011, 2012, and 2013
	63 µg/m <sup>3</sup>	40 µg/m <sup>3</sup>	40 µg/m <sup>3</sup>	40 µg/m <sup>3</sup>	40 µg/m <sup>3</sup>
Data source	Data taken from the borough's Air Quality Action Plan				
Evidence that the target is realistic and ambitious	Our target is that set by the European Union for member states to reach by 2005. Historic data (shown in the graph below) shows that this target has not yet been achieved and the view of Environmental Health professionals is				

	<p>that this will remain a challenging target at least until 2014.</p> <p>Observations are that approximately once in every three years, concentrations of this pollutant increase according to prevailing, adverse meteorological conditions. Our targets are therefore based on three year averages of mean concentrations to mitigate these fluctuations.</p>
Key actions - for the Council	<p>All those actions mentioned elsewhere in this plan to promote a modal shift in travel choice.</p> <p>Delivery of events in schools to raise awareness of air quality.</p> <p>Delivery of statutory inspections of industrial processes having NO<sub>2</sub> emissions as a by-product</p>
Key actions - for local partners	<p>All those actions mentioned elsewhere in this plan to promote a modal shift in travel choice.</p>
Principal risks: identification	<p>Interventions not delivered due to funding reductions, leading to people reverting to other modes without encouragement to use cycling as a travel mode.</p>
How we will manage risks	<p>Select the interventions that will use the available funding in the most effective way.</p> <p>Work in partnership with neighbouring boroughs to achieve synergies and reduce costs of delivering interventions</p>

FIGURE 6.12 TRAJECTORY FOR NITROGEN DIOXIDE CONCENTRATIONS







## APPENDIX

### A

#### GLOSSARY OF TERMS



## A1 GLOSSARY OF TERMS

- A1.1 **Accessibility:** The general term for how easy it is for people to get to places, jobs, homes and services.
- A1.2 **Air quality:** The main air pollutant emissions from ground-based transport are:
- | • Oxides of nitrogen (No2)
  - | • Particulate matter of varying size fractions,
- notably PM10 and PM2.5
- A1.3 The Mayor's Air Quality Strategy considers emissions of these pollutants from all sources in London, including transport.
- A1.4 **Air Quality Management Areas :** Since December 1997 each local authority in the UK has been carrying out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives will be achieved throughout the UK by the relevant deadlines. These objectives have been put in place to protect people's health and the environment. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there. This area could be just one or two streets, or it could be much bigger. Then the local authority will put together a plan to improve the air quality - a Local Air Quality Action Plan.
- A1.5 **All London Green Grid/Greenways :** A strategic framework for
- | creating, improving and managing London's green infrastructure (for example, parks, Greenways) and promoting active travel between road users.
- A1.6 **Access to Opportunities and Services (ATOS) :** An indicator that can be combined with PTALS to give an indication of a location in terms of access to opportunities, essential services and employment by public transport and or walking and cycling
- A1.7 **Carbon dioxide (CO2):** The primary greenhouse gas emission associated with transport. Produced through the burning of fossil fuels, either in engines or electricity generators, to produce power for transport purposes.
- | Car clubs: A car club provides its members with quick and easy access to a car for hire. Members can make use of car club vehicles as and when they need them.
- A1.8 **Capital Ring:** The Capital Ring is a surprisingly green walking route that encircles central London. It threads together parks and open spaces and is 78 miles (125km) long in total. The route is divided into 15 shorter sections with an average length of 4.9 miles (7.8km).
- A1.9 **Cycle Network in Lewisham:** The map showing cycle routes in Lewisham
- A1.10 **Cycle Super Highways:** Cycle Superhighways are new cycle lanes into central London from outer London. They will provide cyclists with safer, faster and more direct journeys into the city.

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- A1.11 **Greater London Authority (GLA):** The regionwide governing body for London. It consists of a directly elected executive Mayor of London and an elected 25-member London Assembly with scrutiny powers. GLA Act 1999: The Greater London Authority Act 1999 as amended by the 2007 Act of the same name.
- A1.12 **Greenways:** These are reliable, safe and pleasant walking and cycling routes running through parks, forests, waterways and quiet residential streets.
- A1.13 **Green Chain:** The South East London Green Chain, and the network of routes that links them is known simply as the Green Chain Walk. Its 10 sections, together with numerous spurs and links, cover 65km (40ml) and are a delight to explore, with many possible combinations and opportunities for circular walks.
- A1.14 **iBus:** An automatic vehicle location (AVL) system to improve the reliability and operation of London's buses.
- A1.15 **Key walking route:** A program of projects to improve the walking environment across London. These projects include improving routes to shops, schools, leisure centres and work, new or improved, pedestrian crossings, and clearer signing.
- A1.16 **Legible London:** A map-based pedestrian wayfinding and information system that gives people clear and consistent information to facilitate and encourage walking journeys. .
- A1.17 **Local Implementation Plans (LIPs):** Statutory transport plans produced by London boroughs bringing together transport proposals to implement the MTS at a local level.
- A1.18 **London Plan:** The Mayor of London's spatial development strategy for London.
- A1.19 **London sub-regions:** While having fuzzy boundaries to encourage cross-boundary working, London regions are proposed for the following areas:
- | Central London region
  - | North London region
  - | East Region ( includes Lewisham)
  - | South London region
  - | West London region
- A1.20 **Low Emission Zone (LEZ):** The application of charges across Greater London based on emissions of air pollutants to reduce the amount of harmful vehicular emissions in the city.
- A1.21 **Lewisham Core Strategy (LCS) :** A development Plan document setting out the spatial vision and objectives of the planning framework for the area in line with the Sustainable Community Strategy
- A1.22 **Lewisham Local Development Framework (LDF) :** The Local Development Framework is a portfolio, or a folder of Local Development Documents which will provide the local planning authority's policies for meeting the community's economic, environmental and social aims for the future of their area where this affects the development and land use Lewisham Regeneration Strategy 2008-2020

- A1.23 Mayors Transport Strategy (MTS):** The Legislative framework for the Mayors Transport Strategy is set out by the Greater London Act 1999, which requires the development of eight statutory Mayoral documents covering Transport, Spatial development, Economic Development, Culture, Air Quality, Ambient Noise, Municipal waste and Bio-diversity. The Transport strategy develops and implements policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from within Greater London.
- A1.24 Public transport accessibility level (PTAL):** This is a measure of accessibility to the public transport network. For any given point in London PTALs combine walk time to the network (stations, bus stops) with service wait time at these stops to give an overall accessibility index. This can be allocated to six accessibility levels with one being poor and six being excellent.
- A1.25 Road Hierarchy:** A separation of the road network into different categories determined by their functions they perform and identifying priorities for their use.
- A1.26 SCOOT:** An urban traffic control system which automatically optimises traffic signal settings based on traffic demand over a sequence of signalised junctions.
- A1.27 Smarter travel:** Programmes of targeted measures to promote sustainable travel, helping to reduce congestion and crowding and mitigate the environmental impacts of transport.
- A1.28 Smoothing traffic flow:** Overarching term for the package of measures that seeks to manage road congestion and which includes managing delay, improving journey time reliability and network resilience.
- A1.29 Strategic Road Network:** Strategically significant roads in London for which TfL has a Network Management Duty, comprising the 580km TLRN and 500km of borough roads.
- A1.30 Sustainable Community Strategy (SCS):** The Sustainable Community Strategy has been prepared by Lewisham's Local Strategic Partnership and is a document which sets out how the vision and priorities for Lewisham will be achieved. The Core strategy is the spatial interpretation of the SCS.
- A1.31 Sub-Regional Transport Plan:** TfL and the boroughs in each of the sub regions have been working together over the last two years to develop a series of Sub-Regional Transport Plans. The East Regional Plan (Comprising of the boroughs of Tower Hamlets, Hackney, Newham, Barking and Dagenham, Havering, Redbridge, Lewisham, Greenwich and Bexley) forms a bridge between the Mayors Transport strategy and individual local plans.
- A1.32 Transport for London (TfL):** TfL was created in 2000 and is the integrated body responsible for the Capital's transport system. Its main role is to implement the Mayor's Transport Strategy for London and manage transport services across the Capital for which the Mayor has responsibility.
- A1.33 Transport for London Road Network (TLRN):** Described in the GLA Act 1999 as the Greater London Authority Road Network. The Mayor has decided to call this the Transport for London Road Network. It comprises 580km of London's red routes and other important streets.

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- A1.34 **Train operating companies (TOCs):** Businesses operating passenger trains on the railway system of mainland Great Britain under the collective National Rail brand. Southern and Southeastern are the TOCs serving Lewisham
- A1.35 **Travel plans:** Plans promoting and providing guidance on sustainable transport options for a given location with the aim of promoting sustainable and environmentally friendly modes.
- A1.36 **Trip:** A complete movement from origin to destination, for example, from home to work.
- A1.37 **20mph zone:** Areas with self-enforcing speed limits that reduce vehicle speeds. Research has found that as speeds reduce casualties can be reduced by more than 40 per cent after a zone is implemented in London. **Urban realm:** The area between building alignments including public spaces next to streets. The street makes up the greatest part of the urban realm in most cities.
- A1.38 **United Kingdom Pavement Management System UKPMS:** UKPMS (the United Kingdom Pavement Management System) includes two types of visual survey, CVI (Coarse Visual Inspection) and DVI (Detailed Visual Inspection). These surveys are used within UKPMS for determining authorities' local treatment and maintenance investment needs, and for producing local and national performance indicators.

**APPENDIX**

**B**

**MONITORING PRO FORMA**



I



APPENDIX

C

LDF CORE STRATEGY



## C1 LOCAL DEVELOPMENT FRAMEWORK CORE STRATEGY

### What are strategic objectives?

C1.1 The strategic objectives form the link between the Core Strategy vision and the detailed strategy itself. They expand the vision, reflect the 'drivers of change' and represent the key delivery outcomes the Core Strategy should achieve. The strategic objectives are measurable so that in future the Council can report back to the community on what progress has been made. They been grouped into five main themes:

- | regeneration and growth areas
- | providing new homes
- | growing the local economy
- | environmental management
- | building a sustainable community.

### The strategic objectives

C1.2 In order to accommodate growth and manage development in accordance with the vision the Council will seek to ensure the implementation of the following strategic objectives.

#### Regeneration and growth areas

##### *Core Strategy Objective 1: Physical and socio-economic benefits*

C1.3 Regeneration and redevelopment opportunities in Lewisham, Catford, Deptford and New Cross, through the delivery of new homes and jobs, will be used to secure substantial physical and environmental improvements and socio-economic benefits throughout the area to improve deprivation.

#### Providing new homes

##### *Core Strategy Objective 2: Housing provision and distribution*

C1.4 Provision will be made for the completion of an additional 18,165 net new dwellings from all sources between 2009/10 and 2025/26 to meet local housing need and accommodate the borough's share of London's housing needs. This aims to exceed the London Plan target for the borough (75).

Of these:

- a. 2,600 will be distributed within the Lewisham Town Centre
- b. 1,750 will be distributed within the Catford Town Centre
- c. 10,625 will be distributed within Deptford and New Cross
- d. 3,190 will be distributed across the remainder of the borough.

##### *Core Strategy Objective 3: Local housing need*

C1.5 Provision will be made to meet the housing needs of Lewisham's new and existing population, which will include:

- | a. provision of affordable housing

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- | b. a mix of dwelling sizes and types, including family housing
- C1.6 75 The London Plan (2008) provides an annual target of 975 new dwellings up to 2016/17 (rolled forward to 2025/26) made up of 859 conventional supply, 73 bringing vacant dwellings back into use and 43 non-self-contained dwellings

### **Strategic objectives 5**

- | c. lifetime homes, and specific accommodation to meet the needs of an ageing population and those with special housing needs and
- | d. bringing vacant dwellings back into use.

### **Growing the local economy**

#### *Core Strategy Objective 4: Economic activity and local businesses*

- C1.7 Investment in new and existing business and retail development will be facilitated to improve the physical environment for commercial enterprises, to result in a year on year sustainable increase in the size of the borough's economy through:

- | a. protecting and developing a range of employment and training opportunities in the borough
- | b. retaining business and industrial land that contributes to the industrial and commercial functioning of London as a whole, and/or which supports the functioning of the local economy including premises for the creative industries, green industries, business services and other employment growth sectors
- | c. ensuring the future growth of the local economy by the mixed use redevelopment of identified industrial sites that require extensive physical investment and improvement
- | d. developing Lewisham town centre to promote it to a Metropolitan Town Centre by 2026, and maintain the status of Catford as a major town centre, with a focus on quality design and development
- | e. protecting and enhancing the district shopping centres, local shopping centres, parades and the range of farmers' and street markets, as providers of sustainable local shopping facilities and services to continue to support basic community needs.

### **Environmental management**

#### *Core Strategy Objective 5: Climate change*

- C1.8 The Council with its partners will take take action to ensure that climate change is adapted to and mitigated against, including those measures necessary to create a low-carbon borough and reduce carbon emissions by:

- | a. promoting resource and water efficiency
- | b. maximising generation and use of renewable energy and locally distributed energy, particularly for major development sites
- | c. building to high standards of sustainable design and construction
- | d. reducing waste generation
- | e. supporting environmental protection and enhancement including establishing ecological networks

- | f. minimising the environmental impacts of development including water, noise and air pollution.

***Core Strategy Objective 6: Flood risk reduction and water management***

C1.9 The Council with its partners will take action to protect the borough from the risk of flooding and reduce the effects of flooding from all sources, including the Thames, Ravensbourne, Quaggy and Pool rivers, and manage improved water quality by:

- | a. using the Environment Agency's sequential and exception tests to allocate land for development

**Strategic objectives**

- | b. requiring river restoration and appropriate flood defences as part of development proposals, where appropriate
- | c. ensuring appropriate local flood defences are maintained and provided for and
- | d. requiring sustainable urban drainage systems in new development, wherever feasible.

***Core Strategy Objective 7: Open spaces and environmental assets***

C1.10 The important environmental, ecological and biodiversity features of Lewisham will be protected and capitalised to promote health and well-being by:

- | a. protecting all public open space including Metropolitan Open Land
- | b. protecting Sites of Nature Conservation Importance and supporting and promoting local biodiversity
- | c. requiring green roofs and walls where appropriate
- | d. implementing the Street Tree Programme
- | e. improving the quality of, and safeguarding access to, all public open space
- | f. providing accessible and varied opportunities for health, leisure and recreational activities including the South East London Green Chain Walk, the Green Grid, the Waterlink Way and river and waterways network, and the Thames path.

***Core Strategy Objective 8: Waste management***

C1.11 Deliver sustainable waste management by implementing the waste hierarchy of prevent, reuse, compost and recycle, and safeguarding sites within the Surrey Canal Strategic Industrial Location to meet Lewisham's waste apportionment of 323,000 tonnes by 2020.

**Building a sustainable community**

***Core Strategy Objective 9: Transport and accessibility***

C1.12 Provision will be made to ensure an accessible, safe, convenient and sustainable transport system for Lewisham that meets people's access needs while reducing the need to travel and reliance on the private car. This will:

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- | a. promote choice and better health
- | b. facilitate sustainable growth in the key localities for regeneration and growth (Lewisham, Catford, Deptford, New Cross)
- | c. improve integration, accessibility and connectivity within the borough and the London sub-region.

C1.13 The Council will ensure that transport and accessibility within the borough:

- | a. provides for a system of walking and cycling routes and strong links to town centres and public open space, including the Waterlink Way, and promotes the implementation of greenways
- | b. improves accessibility in the Evelyn, Whitefoot, Bellingham and Downham wards
- | c. facilitates the movement of freight while minimising the adverse impacts of traffic, noise and emissions
- | d. delivers key infrastructure projects including the Thameslink programme, the lower 'h' road at Lewisham, removal of the Kender gyratory system and safeguarding provision for the Surrey Canal station as part of the London Overground network.

### *Core Strategy Objective 10: Protect and enhance Lewisham's character*

C1.14 Lewisham's distinctive local character will be protected through sensitive and

C1.15 appropriate design, in particular those areas requiring managed change and protection such as the borough's heritage assets and their settings, local rivers and landscape, and yet at the same time creating and improving the environment within the key regeneration and growth areas of Lewisham,

C1.16 Catford, Deptford and New Cross. This will mean:

- | a. ensuring that new development achieves high standards of urban design and residential quality and contributes to a sense of place and local distinctiveness
- | b. ensuring that new development and alterations to existing buildings are sensitive,
- | appropriate to their context, and make a positive contribution to the urban environment
- | c. preserving or enhancing the borough's conservation areas, listed buildings and the
- | other identified elements of the historic environment including archaeological remains.

### *Core Strategy Objective 11: Community well-being*

| The Council with its partners will provide and support measures and initiatives that promote social inclusion and strengthen the quality of life and well-being for new and existing residents of the borough by:

- | a. addressing deprivation and health inequalities particularly within the wards of Evelyn, New Cross, Lewisham Central, Whitefoot, Bellingham and Downham
- | b. creating safer and stronger communities by reducing crime and the fear of crime through innovative design and land use policies

- C1.17 c. providing physical, social and green infrastructure, including high quality health and education facilities, that are accessible and suitable to all of Lewisham's residents, to foster independent community living.



**APPENDIX**  
**D**  
**CONSULTATION**



## D1 CONSULTATION

D1.1 Copies of the draft LIP have been sent to:

- | Those bodies required to be consulted under Section 145 of the GLA Act:
  - Transport for London
  - The Metropolitan Police borough commander
  - 'Organisations representative of disabled people', (in Lewisham's case Lewisham Disability Coalition)
  - Boroughs 'likely to be affected by the plan', (in Lewisham's case Greenwich, Bromley, Bexley, Croydon, Southwark, Lambeth, and Tower Hamlets were written to and the two subregional partnerships Thames Gateway London Partnership and SELTRANS )
- | Other organisations as suggested by the Mayor's LIP guidance:
  - London Fire and Emergency Planning Authority
  - London Ambulance Service
  - Network Rail
  - TfL London Rail
  - Highways Agency
  - Elected members
  - Local Assemblies
  - Primary Care Trust(s)
  - Local transport operators
  - Local Strategic Partnership
  - Crime and disorder partnerships
  - Business communities/groups
- | Those environmental bodies required to be consulted by virtue of the regulations relating to the Strategic Environmental Appraisal of plans, namely:
  - Natural England;
  - English Heritage; and
  - Environment Agency.

D1.2 Copies of the documents were placed in Lewisham libraries, the Planning Reception and on the Council's website. Local groups/organisations with an amenity, transport or business interest were written to:

- | advising that copies of the LIP and the accompanying documents were available;
- | at libraries and via the website; and
- | requesting responses within the consultation period;

### Consultation to date

D1.3 The draft LIP has already undergone consultation, being developed with the assistance of Transport for London, a specific People's Day event, three sessions for representatives from local assemblies, and groups including the Lewisham Disability Coalition, and the Black Staff Forum.

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- D1.4 The LIP also draws on the Sub-Regional Transport Plan work, developed by TfL with London boroughs. This has provided a mechanism for LIPs in neighbouring boroughs to continue and strengthen their existing dialogue.
- D1.5 The Consultation period highlighted a number of wider ranging issues, from the more long term strategic transport such as new tube stations in Lewisham to the more immediate, localised issues, which formed the majority of feedback received. Examples included introducing better cycling facilities and pedestrian crossings, especially in and around town centres.
- D1.6 Furthermore, the Sustainable Development Select committee considered the working draft LIP at their meeting on the 14th September. The issues they have highlighted concerning LIP development included , concern over traffic signal removal and the effects on pedestrians and cyclist, recognition of the need for partnership with TfL, need to have family friendly buses , more information on the Catford and Lewisham Regeneration schemes and concerns over air quality in the borough.
- D1.7 All comments have been recorded and taken into consideration, particularly in developing this and for future Delivery Plans.

**APPENDIX**  
**E**  
**REVIEW PROCESS**



## E1 REVIEW PROCESS

### *Overall LIP review*

- E1.1 The LIP will be reviewed on a regular basis, particularly in the annual reporting process each year. This will provide an opportunity to refresh the document before a more substantive review takes place at the end of the first three-year period.

### *Principles used in setting targets within the Plan*

- E1.2 Lewisham has a clear intention of making progress in a period of three financial years towards delivering the London Mayor's Transport Strategy and the LIP objectives. It takes its longer term direction from any targets that are evident in the MTS, whilst setting shorter term targets that reflect more immediate aspirations for Lewisham: its residents, its visitors, and the place itself.
- E1.3 In order to establish our proposed targets, reference has been made to historical data relevant to each target. The amount of such data that is available varies from indicator to indicator.
- E1.4 For each target proposed in this plan, the path, or trajectory, from the baseline has had regard to any trends that have emerged over recent years. For some indicators, rolling averages are provided instead of data from individual years, particularly where the levels are prone to fluctuate, with temporary change. The targets proposed are not intended to be altered within the currency of the Local Implementation Plan, however, targets are supported by 'milestones' for intermediate years, which are subject to subsequent amendment.
- E1.5 Special considerations applicable to specific indicators are set out within the tables that follow this section.

### *Reviewing progress against targets: addressing over- and under-performance*

- E1.6 It is established practice that annual service plans are produced in all of the Council's directorates by management teams in conjunction with staff. These annual service plans, which are signed-off by directorate management teams, include a performance measures action plan that incorporates targets covering three Council years. It is envisaged that the milestones and targets will be incorporated into relevant annual service plans and the milestones reviewed in the light of the latest available data.
- E1.7 Lewisham has various tools for addressing over- and under-performance, which largely complement each other.

- I I Works Programme meetings: these will provide a fundamental level of supervision of the interventions set out in the Delivery Plan. Each intervention is to be treated as a project in its own right, meaning that it will need to have a Project Initialisation Document and a Risk Register produced for it. Monthly Works Programme meetings will generate monthly highlight reports that will be considered along with 'closure reports' within the Council's wider project and programme management arrangements. Appropriate corrective action will be implemented in the event that there is slippage with respect to any particular intervention that is a key action in the context of the ability to meet targets.

- | | Project and programme management arrangements: Lewisham has adopted recognised best practice project management principles.
- | | Performance Management arrangements: we will place all indicators into our corporate performance management framework, which place them under review at management meetings at various levels throughout the Council. As a standard part of this framework, managers are required to provide comments including actions plans to address under-performance in the event that performance is more than 5% below the target set. These controls will be complemented by monitoring interventions set out in our delivery plan through corporate programme management controls and through regular departmental works programme meetings. We will make use of the proprietary performance management system that the Council uses to give managers the ability to see a range of reports that will provide information that they will be able to use to make decisions appropriate to ensuring that our targets are delivered. As appropriate data becomes available, we will refresh the target trajectories so that it is clear what is required in order to ensure that targets are met, and we will investigate with the intention of finding the reason for any under-performance: this work itself will be accessible through the performance management system. Such reports have already been produced in respect of our road traffic casualty reduction targets and our cycling volume target.
- | E1.10 Management Reports: these are corporate documents comprising of elements of exception-based reporting of performance management, project management, risk management and financial management. The inclusion of reports on projects having budgets exceeding £500k is mandatory. Taken as a whole, the Management Report is considered every month by the Council's Executive Management Team and is presented every three months to the Mayor for Lewisham and his Cabinet.

## APPENDIX

### F

#### LOCATION OF SCREENLINE CYCLE COUNTS

2011 - 2031

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London Borough of Lewisham: Local Implementation Plan

2011 - 2031

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