London Borough of Lewisham Lane Rental Scheme 2026

Supporting Cost Benefit Document

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London Borough of Lewisham Lane Rental Scheme.
Reducing disruption on the borough road network

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Reducing Disruption on the Borough Road

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1. Introduction

The London Borough of Lewisham

1.11 The London Borough of Lewisham, hereinafter referred to as “Lewisham” is an Inner London Borough located to the south-east of the city. It is bounded to the north by the River Thames and bordered by the London Boroughs of Southwark to the west, Greenwich and Bromley to the east and south respectively. At Lewisham Council, we are ambitious for the future of our borough and committed to delivering positive change for all our communities. We work inclusively with residents, partners, and colleagues, ensuring everyone has a voice in shaping our shared future. We collaborate openly and constructively, recognising that our best outcomes are achieved by working together. We take accountability for our decisions and actions, and we strive to be a trusted organisation transparent, responsible, and dedicated to serving the people of Lewisham with integrity.

***Image 1**: Lewisham is situated in southeast London*

1.12 The Borough is home to approximately 300,600 people constituting the 4th highest population of the Inner London Boroughs with the 2nd largest land area of 35.15km². The Borough has total road length of 433.7 kilometers and a number of key roads with the A2, A20, A21, A202 & A205 running through the borough. The A205 South Circular Road provides an orbital route around Central London, and the A20 and A2 radial routes connect Central London and Kent to the M25 Orbital.

1.13 Lewisham borough features approximately 620 bus stops, accommodating 54-day bus routes and 2 bus stations, certain links along the A21 and A2 experiencing a cumulation of over 90 buses per hour. The Borough’s eight London overground train stations offer access to Southeastern, Thameslink and Southern services providing links to stations including Victoria, Charing Cross, London Bridge and Blackfriars. The Docklands Light Railway (DLR) links to the north of the Borough providing access to central London, Canary Wharf, and Greenwich pier.

1.14 London's roads are vital in supporting our city and allowing it to function. They connect our communities, opening opportunities and creating the conditions for London's global economy to flourish. But they are also some of the most congested streets in the world. The London Road network is shared between Transport for London (TfL), National Highways, 32 London boroughs and the City of London.

1.15 Roadworks are inevitable in a growing and prospering city like London. Utilities and highways infrastructure needs maintaining and modernising; new housing and commercial developments need connections to services; and the Mayor continues to invest in transforming London's streets to make them easier and safer to walk and cycle. The resulting road works often cause congestion, delays to commuters within the borough such as bus passengers and are an inconvenience to people walking and cycling.

1.16 Since 2012, TfL has been operating a successful Lane Rental scheme on the Transport for London Road Network, which has delivered significant disruption related benefits. In May 2024, the London Mayor published his election manifesto[1], which included a pledge to "*drastically reduce disruption on our roads by working with TfL and councils to extend the lane rental scheme to borough roads. This will mean that utility companies and others will have to pay when they dig up borough roads, incentivising them to co-ordinate and finish roadworks much more quickly. All the revenue raised will be reinvested to fix potholes and reduce road congestion. This will be done in partnership with TfL, boroughs and my Infrastructure Coordination Service*".

1.17 The Department for Transport (DfT) produced Lane Rental guidance[2] for highway authorities in England to support their applications to bid for approval to operate lane rental, setting out advice on developing proposals.

1.18 On 16th December 2024 the government published its English Devolution white paper, which includes the following:

> *Subject to consultation, it is proposed that the government will devolve approval of local Lane Rental schemes to Mayoral Strategic Authorities. Lane Rental schemes enable Local Highway Authorities to charge for works on busy roads at busy times with the aim of minimising disruption.*

1.19 On 20th December the DfT launched a stakeholder consultation about the future of lane rental schemes and how they will be approved. The proposals set out three options, including a preferred option that aligns with the intention stated in their English Devolution white paper, which provides:

> *Authority to approve lane rental would be delegated to Mayors where the highway authority is part of a Mayoral Strategic Authority, which includes London Boroughs that are part of the Greater London Authority.*

1.110 Other than consulting on powers for approving Lane Rental schemes, the Government has also decided, following consultation earlier in 2024, to proceed with an amendment to regulations with the proposal that will require at least 50% of surplus funds to be spent on road maintenance.

[1] A-Fairer-Safer-Greener-London-for-everyone-Manifesto-2024.pdf (sadiq.london)

[2] https:/www.gov.uk/government/publications/street-works-lane-rental/lane-rental-schemes-guidance-for-english-highway-authorities#evaluation

1.111 Both government measures compliment the Mayor's manifesto pledge to expand Lane Rental across London

1.112 The Borough's interest in adopting a Lane Rental Scheme is driven by a combination of strategic, operational, and policy-led objectives. Evidence from internal correspondence shows consistent themes around congestion management, network efficiency, sustainability, and improved oversight of street works.

1.113 Lewisham are committed to providing clean and green spaces, strong, healthy and safe communities, more and better homes and an economy that works for everyone (Lewisham Council Corporate Plan 2022 – 2026[3]). The Corporate Strategy commits the Borough to:

- Providing clean and green spaces,
- Creating healthy, safe communities,
- Delivering an economy that works for everyone.

1.114 A Lane Rental Scheme directly supports these aims by:

- Improving journey time reliability.
- Encouraging modal shift, especially for buses and cycling.
- Reducing unnecessary traffic delays, supporting safer and cleaner streets.

1.115 Bus services form *"the public transport backbone for Lewisham residents"*[4] (Lewisham Council Transport Strategy and Local Implementation Plan (LIP) 2019-2041) , improving bus journey time reliability is a major justification for pursuing lane rental and aligns directly with borough transport priorities. The scheme supports bus operations by:

- Reducing road occupancy during critical times.
- Minimising disruption on priority corridors.
- Reinforcing wider plans to enhance bus priority and reduce dwell times.

1.116 Lewisham recognises that congestion negatively impacts economic productivity, public health, journey reliability, and the wider environment. Traffic congestion is a blight which affects economic productivity (as people cannot move efficiently around), people's health and the environment, as well as being a frustration for those caught up in it.

1.117 The Borough wishes to implement a Lane Rental scheme to achieve better control of works which take place on its network, with a core objective of reducing disruption to the most sensitive parts of the Borough network, at the most sensitive times. The Borough successfully operates a Permit Scheme, however, feel that a Lane Rental Scheme will give better control of the durations of works, and provide an incentive for work to be undertaken quicker, and outside of peak times.

1.118 To develop a collective framework for a London Borough Lane Rental Scheme (LBLRS), a strategic group was convened to oversee its delivery. The group comprised of TfL, Lambeth, Merton, Enfield, and the Royal Borough of Kensington and Chelsea.

[3] https://lewisham.gov.uk/mayorandcouncil/corporate-strategy
[4] https://lewisham.gov.uk/mayorandcouncil/aboutthecouncil/strategies

1.119 The government has advised individual boroughs will still be required to consult and apply to the DfT to operate Lane Rental. Each borough must also produce a supporting cost benefit document and scheme definition that is unique for their borough, which should be predicated on the outputs from the pan-London analytical work TfL has undertaken to support each LBLRS.

1.120 This document is specific to the Lewisham and aligns with the pan-London data analysis approach developed to support the LBLRS framework. This uniform model applies common principles, theories, and a set of analytical rules across all London Boroughs on a pan-London basis.

1.121 Between October and December 2025, the government approved four London borough applications (Enfield, Camden, Lambeth and Merton) to operate Lane Rental. As above, this document, and therefore the data analysis approach, is identical to the principles established within the four London borough Lane Rental applications that have now been approved, other than the numerical outputs, which are unique to each London authority.

1.122 This report sets out the data-led evidence-based approach taken to justify the following principal elements of Lewisham's Lane Rental scheme:

- Road Network Coverage
- Charge Categories
- Chargeable Hours
- Estimated Charges

1.123 This report will also discuss the DfT's cost-benefit analysis, which will be specifically populated for Lewisham and form part of the application pack submitted to the DfT for assessment.

1.124 TfL became the first authority in the country to introduce a Lane Rental scheme (TLRS), which covers 69 per cent of TfL's Road Network (TLRN). In 2021 the TLRS was modified to account for the latest changes to the DfT's guidance at the time, but also to reflect the way London's Road network had evolved. The way people travel on London's highways necessitated significant reconfiguration of road space to accommodate more active travelers, such as cyclists and walkers, and for that reason the original algorithm used to define the TfL Lane Rental network was updated to reflect the utilisation of limited capacity, by all travel modes, so that the scheme delivered the most efficient movement of people. In 2021 the DfT approved TfL's application to modernise its scheme, which retained cycle track designations from the original scheme and introduced footway designations for the first time.

1.125 The equivalent principles, approach and methodology adopted for TfL's approved updated scheme application are being refreshed for the purposes of defining the LBLRS and Lewisham's Lane Rental network, with the key objective to reduce overall disruption caused by roadworks remaining the same, which is achieved by:

- Treating all works covered by the scheme and works promotors on an equal basis,
- Minimising the duration of occupation of the street at the busiest locations on the network.
- Minmising the number of works taking place during traffic sensitive times; and
- Effectively managing roads disruption from both unplanned and planned works.

1.126 The purpose of this document is to present the data-led proposal for Lewisham, including defining the applicable Lane Rental locations on the London Borough Road Network (LBRN), together with suggested charging bands and applicable timings for each location.

1.127 This analysis was undertaken in August 2024 using data from 2022/23.

2. Pan-London Borough Approach

2.11 To deliver a consistent approach across London by maintaining alignment with TfL's established Lane Rental scheme, it is logical to adopt a similar data analytical approach to the one established by TfL for each London borough. As a result, the basis of the algorithm used to calculate the TLRS locations has been retained to calculate the LBLRS network extent and charge band distribution.

2.12 The principles of this approach have now been validated by the DfT through their approval of four London borough Lane Rental scheme applications.

2.13 Applying this concept across the entirety of a pan-London borough road network ensures that Lane Rental is only applied to the most problematic sections of London's streets when capacity is constrained at the highest level. This wholistic methodology means only the most truly sensitive streets in London are identified regardless of the proportion of the network that exists in each individual borough.

2.14 TfL's Common Operational Road Network (CORN) is an aggregated road network created from the OS MasterMap Highways Network. The CORN covers the strategic road network in London, including the Borough Priority Road Network (BPRN) and Strategic Road Network (SRN). It includes several other minor roads with notable characteristics, such as higher traffic flows or transport links; and also the majority of roads on which buses travel. TfL holds many datasets for the entire road network across London which have been mapped to the CORN. This allows data analysis to be carried out for all boroughs, either individually or on a pan-London basis.

2.15 The algorithm uses a more rigorous criteria to define the pan-London Lane Rental network compared to the DfT's traffic sensitive designation criteria. In December 2024 a traffic sensitive review was undertaken on all proposed Lane Rental streets identified by the algorithm with all streets meeting one or more of the following criteria:

- the street is one on which at any time the authority estimates traffic flow to be greater than 500 vehicles per hour per lane of carriageway, disregarding bus or cycle lanes;
- the street is a single carriageway two-way road, the carriageway of which is less than 6.5 metres wide, having a traffic flow in both directions of not less than 600 vehicles per hour;
- the street is one on which the traffic flow in both directions includes more than eight buses per hour;
- the street is within 100 metres of a critical signalised junction or a critical gyratory or roundabout system

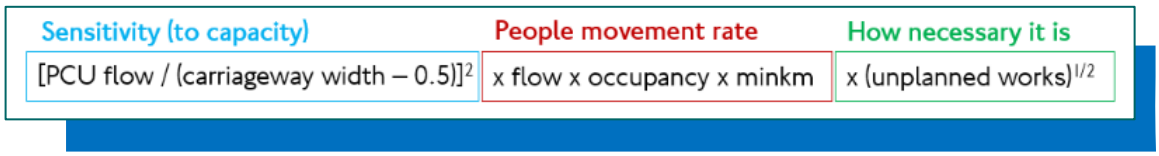
The Borough of Lewisham has provided stakeholder notification of its intention to update its traffic sensitive designations for its proposed Lane Rental network, which have been updated, as required, to consider any stakeholder responses received.

The finalised schedule of Traffic Sensitive designations is provided within Appendix A.

3. London Borough Lane Rental Network Definition

Carriageway Coverage

3.11 The algorithm applied to the pan-London borough road network and used to determine the most sensitive carriageway locations, and therefore where the Lane Rental should be located on Lewisham's road network, calculates the sensitivity to capacity, the number of



people affected and how likely works are to take place in that location as detailed in the following equation:

Equation 1: Algorithm used to determine Lane Rental coverage on carriageways.

3.12 The algorithm combines vehicle movements (PCU flows) and vehicle occupancy to account for areas with reduced physical capacity and those with high number of people travelling through them. Unplanned works are also included to incorporate the likelihood of works taking place in each location.

3.13 The algorithm has been updated slightly to the version previously used to identify the TLRS. A change in definition of CORN network to include all major nodes meant it was not necessary to include the number of signals on a road section because all signals occur at node ends. The factor to adjust carriageway width for Borough roads was changed to be lower because Borough roads are narrower in aggregate compared to the TLRS. Also, the people movement function was amended to take account of the efficiency of moving people by car and buses separately, by expressing this as a people movement rate given that buses, due to regular stops, will travel at a slower rate than general motor vehicular traffic. On Borough roads buses account for a much larger portion of customer trips overall compared to those made on TfL's road network. This enables the algorithm to provide a higher traffic sensitivity overall rating to those road sections in Boroughs that move more people by buses.

3.14 The algorithm uses a variety of different datasets, including the following:

Dataset	Source
Motor vehicle flows	DfT Annual Average Daily Traffic Flow (AADF)
Motor vehicle people movement rate	INRIX journey time data
Bus flows	iBus automatic vehicle location system
Bus load	Origin destination interchange
Bus people movement rate	iBus automatic vehicle location system
Unplanned works	Works permit data

Table 2: *LBLRS Datasets and Data sources*

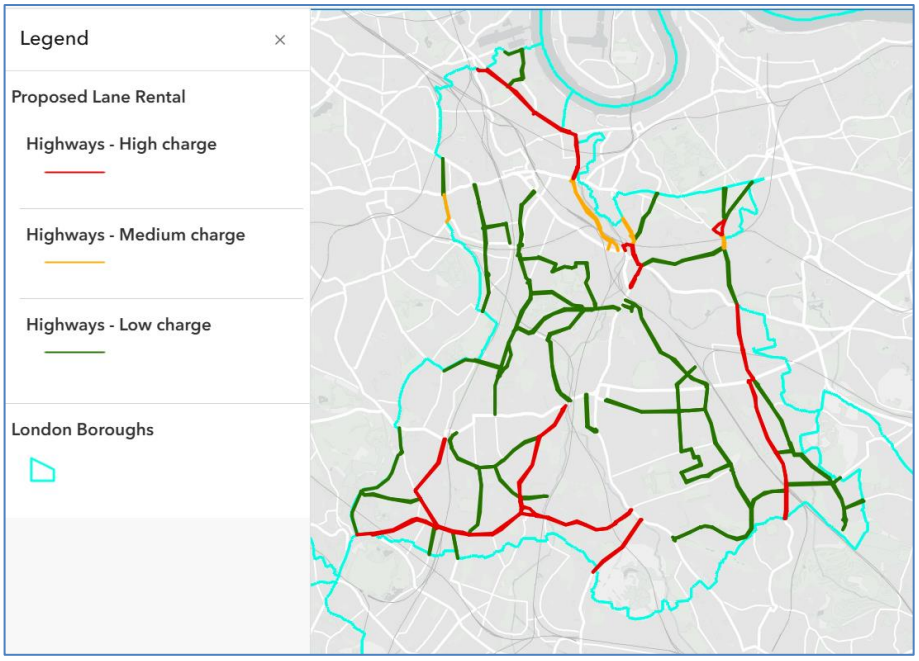
This data is held in various systems, such as TfL's AWS hosted Redshift consumer database, with the outputs generated through executing a specially configured R-script.

3.15 Applying the outputs from the above algorithm to Lewisham's Lane Rental network would provide an overall coverage of 14.0 per cent, which is in keeping with the overall 15 per cent coverage identified for the entire pan-London Lane Rental network, safeguarding the most sensitive parts of London's Road network thus ensuring resilience.

3.16 If capacity is reduced further at these key carriageway locations, such as the introduction of roadworks, then the resulting disruption impact contributes to a greater than expected increase in road congestion.

3.17 It is worth commenting on Lane Rental segments that are congested at some point every day because queuing takes place, upstream from a congested junction. Beyond these queues, the traffic can be freer flowing and there is capacity to accommodate road works more readily. What matters is not the total volume of traffic on each road link but its distribution at the end of the link where the traffic must enter a junction. The framework can allow the mid link section to be less sensitive to disruption, and the junction to have higher sensitivity to traffic. The goal of the Lane Rental Scheme is to prevent works from impacting the throughput at the junction as any impedance here has the largest overall impact on road network performance. Lane Rental would apply at the most critical junctions, in the road network.

The proposed Lane Rental scheme network resulting from all these considerations can be seen in Map 1.



Map 1: *Proposed Lane Rental Scheme network extent*

3.18 The data driven network outputs are sense-checked to identify any data anomalies, and from a network knowledge perspective, suggest any sections of the Lane Rental network that ought to be removed or added, including for continuity purposes. The Lane Rental network is subsequently finalised and serves as a basis for deriving the Lane Rental schedule of locations and additional street data designations.

3.19 The result of this network knowledge-based sense-checking exercise is set out in table 3 below.

London Borough	Data-led Extent	Finalised Extent (sense-checked)	Variance
Lewisham	15.4%	14.0%	-1.4%

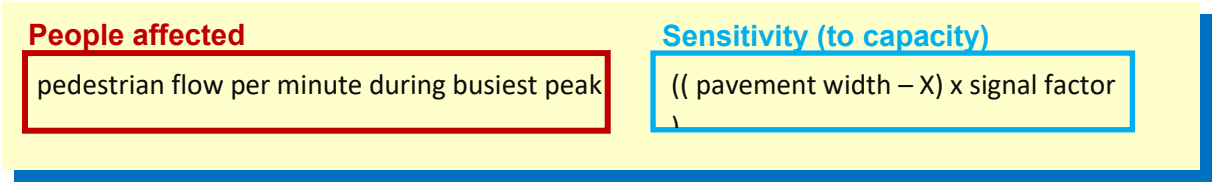
Table 3: *Variance between data-led outputs and network knowledge-based sense-checking*

Footway Coverage

3.20 To compliment the Mayor's Healthy Streets policy by promoting active travel, in addition to the proposed core Lane Rental network detailed above, there is an ambition to designate a small number of footways as chargeable.

3.21 In 2021 TfL became the first Lane Rental authority to introduce footway charging in pedestrian sensitive locations and at peak period travelling times only. In total 20 suitable locations were identified using Pedestrian Comfort Levels (PCL), the majority of which are adjacent to major transport hubs. The PCL classifies the level of comfort based on the level of crowding a pedestrian experience on the street and is measured in pedestrians per metre

of clear footway width per minute. This was calculated from data on pedestrian activity and the street environment using the algorithm shown in Equation 2. The DfT had previously cleared TfL's approach for designating footway as Lane Rental, which will be adopted for London boroughs.



Equation 2: *Lane Rental Footway Charging Algorithm*

3.22 Pedestrian flow data across a pan-London borough road network is currently extremely limited and is only predominantly available for Central London locations. TfL are progressing with arrangements to collect this data more widely, but it is not currently available.

There are no locations within Lewisham that currently meet the above criteria, but the situation will be reviewed again when more data becomes available.

4. Charge Bands

4.11 Since 2012 it is estimated that the overall amount of delay experienced on the roads within Greater London has increased by 33%. It is well documented that TfL's Lane Rental Scheme has had a positive impact in reducing congestion overall. However, since the start of TfL's scheme this positive impact has been eroded as roads across London pre Covid carried 3% more vehicles compared to when the TLRS was introduced in 2012. If this congestion benefit had been locked away by removing the extra demand the TLRS has enabled, the congestion benefit would have remained, and we would have likely been able to report a substantial improvement in journey times or a reduction in congestion. The overall cost of congestion across all London has grown from £4.2bn in 2010/11 to circa £5.6bn in 2019/20. The underlying congestion, measured as the increase in excess delay in minutes per kilometer (a key component of the cost of congestion), continues to grow at a few per cent per annum. Part of this increase has resulted in a recovery in traffic levels post COVID, and some arises because of capacity re-allocation to promote sustainable mode movement in line with London's mayoral policy.

4.12 Sensitivity to works varies across the borough network, it is therefore logical to have a hierarchy of charge bands apportioned to the sensitivity of the road network. This means that works are always charged an amount smaller or equal to the cost of congestion they may cause. The principle of identifying network sensitivity has been a long-established industry-wide rule that is documented in the DfT's Code of practice for the co-ordination of street and road works, which sets criteria for designating streets that are traffic sensitive. This criteria predominantly uses traffic flow data to set qualification thresholds for these designations.

4.13 The pan-London approach builds on the DfT's traffic sensitive theory by applying a similar approach to Lane Rental networks, but incorporates additional sensitivity factors such as network capacity, people movement and vulnerability to works. This approach essentially means that the Lewisham charge band for each street is applied according to the level of disruption caused by the works taking place at a specified location, rather than simply applying a flat rate charge ranked by traffic management type to all streets, regardless of sensitivity, that is arbitrarily set according to the type of traffic management proposed. Calculations suggest the simplified charging regime could increase charges by as much as 40 per cent.

4.14 The daily charge therefore focuses benefits on the correct road links and junctions to provide returns for a borough that are proportionate to the cost of congestion and correspond with the level of disruption caused to people commuting within the borough.

To maintain alignment with the previously endorsed TLRS approach and deliver a consistent pan-London model it is proposed to replicate the TLRS charge band regime and its proportionate distribution across the LBLRS.

Table of Charges				
Area of Occupation	**Daily Charge**			
	Footway	Low	Medium	High
Footway - *Lewisham do not have any footways within the proposed Lane Rental network*	£350	-	-	-
Carriageway		£1,000	£1,500	£2,500

***Table 4**: Pan-London Lane Rental charging model*

4.15 The distribution of the charge bands across the boroughs lane rental network is shown in Map 1 above and Table 5 below, with the data-led outputs aligning with how the network operates from a network management perspective.

	Low Charge	**Medium Charge**	**High Charge**
Pan-London	54%	30%	16%
Lewisham	70.2%	3.8%	26.0%

***Table 5:** Distribution of charge bands*

5. Chargeable Hours

5.11 Charging hours will be simplified so that a uniform set of times are applicable across the LBLRS based on network sensitivity. The specified times are largely consistent with TfL's timing range, but because of the increased proximity of residential properties on borough roads the window of applicability has been reduced to provide an enlarged window of opportunity to undertake works at more sociable hours.

5.12 Again, for simplicity, weekend timings will mirror the midweek peak period chargeable times, which essentially reduces the timing permutations down to two, which are as follows:

Area of Occupation	Days of Applicability	Lane Rental Chargeable Hours			
		Footway Charge Band	Low Charge Band	Medium Charge Band	High Charge Band
Footway	Weekdays	07:00 – 10:00 15:00 – 19:00	-	-	-
	Saturdays or all weekend				
Carriageway	Weekdays	-	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00	07:00 – 19:00
	Saturdays or all weekend	-	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00

Table 6: *Proposed charging hours*

5.13 Adopting a standardised applicable timing range set-out in the pan-London approach will ensure work promoters are confident when charges will apply throughout the borough, and also within any other Lane Rental boroughs aligned with this key principle.

5.14 Crucially, the compact time bands provide work promoters with an increased ability to reduce their exposure to charges and also limit any noise impacts from their works on borough residents.

6 DfT Lane rental cost-benefit analysis form

6.11 The DfT have provided a Lane rental cost-benefit analysis form, which will be fully completed and submitted as part of the application pack to operate a Lane Rental scheme.

6.12 A primary element of the form estimates the overall lane rental charges faced by Utility Companies and the Highway Authority after behavioral changes have occurred. The calculation uses the total number of work days eligible for charges and discounts this baseline down to factor in behavioral change, which considers:

- Work days moved outside of chargeable hours to avoid lane rental charges,
- Work days undertaken in a way that triggers a waiver, such as the use of new technology,
- Work days undertaken in a way that triggers a discount, such as through collaborative working,
- Increase in Emergency work days being completed before charge periods apply,

6.13 The outputs from the DfT's cost benefit analysis form suggests the overall annual estimated Lane Rental charges that could be faced by Utility company works and Highway Authority works in Lewisham is as follows:

Lane Rental Charges faced by Utility Companies	£1,530,500
Lane Rental Charges faced by Highway Authorities	£651,500
TOTAL	**£ 2,182,000**

Table 7: *Estimated Overall Lane Rental Charges*

6.14 Although the outputs factor in behavior change at a similar level to other approved Lane Rental applications, Lewisham considers the highway authority charge exposure will reduce further due to an increase volume of works being undertaken at non-Lane Rental chargeable hours.

Appendix A: Finalised Schedule of Traffic Sensitive Designations

USRN	Street Name	Traffic sensitivity	Traffic flow >500 vehicles per hour or 600 vehicles per hour 2-way road	Traffic Flow >600 vehicles per hour 2-way road	Traffic flow >8 buses per hour	Within 100 metres of a critical signalised junction	Within 100 metres of a critical roundabout system	Traffic sensitivity timings
22005430	ADELAIDE AVENUE	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22006083	ALAN PEGG PLACE	YES	N	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
22001161	ALGERNON ROAD pt j/w Vicars Hill to j/w Ladywell Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000064	AVIGNON ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22005120	BARING ROAD pt Brownhill Road to j/w Burnt Ash Lane	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22001203	BATTERSBY ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001204	BAUDWIN ROAD pt j/w Hazelbank Road to j/w Castillion Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22005086	BECKENHAM HILL ROAD	YES	N	N	N	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22004491	BELL GREEN	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22004500	BELMONT HILL	YES	N	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22000106	BESTWOOD STREET	YES	Y	N	Y	N	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22001229	BEXHILL ROAD pt j/w Chudleigh Road to j/w Manwood Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004503	BLACKHEATH VILLAGE	YES	Y	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001251	BOUNDFIELD ROAD pt Castillon Road to j/w Battersby Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004513	BROCKLEY CROSS	YES	Y	N	Y	N	Y	Weekdays & Weekends 0700-1000 & 1500-1900
22001273	BROCKLEY GROVE	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001277	BROCKLEY RISE	YES	Y	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
22004515	BROCKLEY ROAD	YES	Y	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
22004533	BROOKBANK ROAD pt j/w Hilly Fields Crescent to j/w Shell Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004534	BROOKMILL ROAD	YES	Y	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22003180	BURNT ASH HILL pt j/w Burnt Ash Road to j/w Westhorne Avenue	YES	Y	N	N	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22003180	BURNT ASH HILL pt j/w Westhorne Avenue to j/w Somertrees Avenue	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004905	BURNT ASH ROAD	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22001314	CANADIAN AVENUE	YES	N	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001323	CASTILLON ROAD pt j/w Baudwin Road to j/w Boundfield Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22005976	CATFORD HILL pt j/w Perry Hill to j/w Stanstead Road o/s no. 38	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22003216	CHINBROOK ROAD	YES	N	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
22001343	CHUDLEIGH ROAD pt j/w Ladywell Road to j/w Bexhill Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900

22004005	COOPERS LANE	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22003867	COURTHILL ROAD pt j/w Lewisham High Street to j/w Hither Green Lane	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004378	CREEK ROAD	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22004306	DARTMOUTH ROAD	YES	Y	N	N	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22005681	DEPTFORD CHURCH STREET	YES	Y	N	N	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22003273	DOWNHAM WAY pt j/w Baring Road to j/w Bromley Road	YES	N	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
22004790	DUNKERY ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000380	ENDWELL ROAD pt j/w Brockley Cross to j/w Drakefell Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004398	EVELINA STREET	YES	Y	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004367	EVELYN STREET	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22000418	FRENDSBURY ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004405	GROVE PARK ROAD	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000476	GROVE STREET pt j/w Plough Way to j/w Oxestalls Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000493	HAREFIELD ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001537	HAZELBANK ROAD pt j/w Torridon Road to j/w Baudwin Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000525	HILLY FIELDS CRESCENT	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001560	HITHER GREEN LANE	YES	Y	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001572	HONOR OAK PARK	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001574	HONOR OAK ROAD	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000564	JERRARD STREET	YES	Y	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22002606	KIRKDALE pt j/w Sydenham Road to j/w Dartmouth Road	YES	Y	N	N	N	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22001623	LADYWELL ROAD	YES	N	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
22000604	LAUSANNE ROAD	YES	Y	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004427	LAWRIE PARK ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001639	LEE ROAD pt j/w Lee Terrace to j/w Lee High Road	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001639	LEE ROAD pt j/w Lee Terrace to j/w Blackheath Village	YES	Y	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000612	LEE TERRACE	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004159	LEWIS GROVE	YES	N	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22004177	LEWISHAM HIGH STREET	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22000621	LEWISHAM HILL pt Lewisham Road to Wat Tyler Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004659	LEWISHAM ROAD	YES	N	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22003859	LONGBRIDGE WAY	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004583	MANWOOD ROAD pt j/w Bexhill Road to j/w Ravensbourne Park	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22003516	MARVELS LANE	YES	Y	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001696	MAYOW ROAD	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000719	MONTPELIER ROW	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000720	MONTPELIER VALE pt j/w Royal Parade to j/w Blackheath Village	YES	Y	N	Y	N	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22004449	NEWLANDS PARK	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900

22003554	NORTHOVER	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000784	OXESTALLS ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000805	PEPYS ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004620	PERRY HILL	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22004630	PERRY RISE	YES	N	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004628	PERRY VALE	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22005566	PLOUGH WAY pt j/w Grove Street to speed cushions o/s Iceland Wharf	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000820	POMEROY STREET	YES	N	N	N	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000827	PRINCE CHARLES ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22005609	PRINCE OF WALES ROAD	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001831	RAVENSBOURNE PARK	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000888	ROYAL PARADE	YES	N	N	Y	N	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22001873	SANDHURST ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22005220	SANGLEY ROAD	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22000915	SHARDELOES ROAD	YES	N	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
22000918	SHELL ROAD pt j/w Brookbank Road to j/w Vicars Hill	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22003676	SOMERTREES AVENUE pt j/w Marvels Lane to j/w Burnt Ash Hill	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22005190	SOUTHEND LANE	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22004073	ST NORBERT ROAD pt j/w Frendsbury Road to j/w Brockley Way	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22005136	STANTON WAY	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22005579	STATION ROAD	YES	N	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22001935	STONDON PARK	YES	N	N	Y	Y	Y	Weekdays & Weekends 0700-1000 & 1500-1900
22005552	SYDENHAM HILL	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001951	SYDENHAM ROAD	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22001020	THURSTON ROAD	YES	Y	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001978	TORRIDON ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001029	TRANQUIL VALE pt j/w Montplier Vale to j/w Royal Parade	YES	N	N	N	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22001033	TRESSILLIAN ROAD pt j/w Harefield Road to j/w Hilly Fields Crescent	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001995	VERDANT LANE	YES	N	N	Y	Y	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001072	VESTA ROAD pt j/w Jerningham Road to j/w Endwell Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22001090	WAT TYLER ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22002013	WATERS ROAD pt j/w Battersby Road to j/w Verdant Lane	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22003051	WELLS PARK ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22004717	WESTWOOD HILL	YES	Y	N	Y	Y	N	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22001113	WICKHAM ROAD pt j/w Harefield Road to j/w Harefield Road	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900
22002062	WOOLSTONE ROAD	YES	N	N	Y	N	N	Weekdays & Weekends 0700-1000 & 1500-1900

We want Lewisham to be a place for everyone. This will mean creating visible improvements in our parks and high streets and providing the space and opportunities for local businesses and people to thrive.