

# LEWISHAM ACTIVE TRAVEL STRATEGY



**NRP**  
NORMAN ROURKE PRYME



# CABINET MEMBER FOREWORD

As Lewisham's Cabinet Lead for Environment and Climate Action, I am proud to introduce our new Active Travel Strategy, which sets out a clear vision for a greener, healthier, and more sustainable future for our Borough. Lewisham is a vibrant, diverse area with a rich array of town centres, over a hundred schools, key institutions like Goldsmiths University and Lewisham Hospital, and hundreds of green spaces that shape our daily lives. With all of these key destinations, the challenge of creating an accessible, cohesive transport network becomes both complex and critical.

As a Council, we recognise the growing desire among residents to use cars less. Whether for environmental reasons, cost savings, or a healthier lifestyle, more people are choosing to walk, cycle, or use other forms of active travel. This strategy acknowledges that shift, offering a framework to ensure these choices are not only supported, but also encouraged and enabled. From the youngest in a buggy to those using a wheelchair, everyone in Lewisham deserves safe and easy access to travel routes that help them stay connected to the places they live, work, and play, whilst breathing clean air, experience shade from our street trees, and the joy of being in green spaces.

This strategy provides a roadmap for the next 7–10 years, combining local, regional, and national policies to create a plan that works for Lewisham. It addresses improvements to walking and cycling routes, builds on our Healthy Neighbourhoods and Sustainable Streets programmes, and ensures that everyone – whether they are walking, cycling, or wheeling – has the infrastructure they need to move safely and confidently.

Our approach has been driven by engagement and collaboration. The voices of local stakeholders, community groups, and disability advocates have played a pivotal role in shaping this strategy, ensuring that equity is embedded in every decision we make. I want to extend my sincere gratitude to everyone who contributed their time, ideas, and passion to this process.

The strategy identifies several potential new walking and cycling corridors, based on high-level local assessments and a range of metrics, to ensure that active travel options are accessible to everyone, especially those in more deprived areas. These initiatives, along with improved cycle parking and dockless bike options, will help transform how people move through Lewisham.

We know there is still work ahead as we develop those potential corridors into specific routes and interventions through feasibility studies and detailed designs, but we are committed to creating a borough where active travel is not just an alternative, but the most desirable and practical choice for everyone.

By embracing this strategy, we are taking bold steps toward a future where the streets of Lewisham are healthier, safer, and greener. I am truly excited to see our vision take shape and come to life on the streets of Lewisham, benefiting all who live, work, and visit our Borough.

**Cllr Krupski**

**Deputy Mayor and Cabinet Member for Environment, Transport and Climate Action  
Lewisham Council**

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# 1 OUR VISION

## 1.1 Vision for Active Travel

- 1.1.1 Our vision is for walking, wheeling, scooting or cycling to be the first choice for those traveling in the Borough. These active travel journeys will be the default choice for all trips with a safe, direct, accessible and comfortable network covering Lewisham.

Whether these active travel outings are for recreation, shopping, education or work, we will ensure that the best infrastructure is prioritised.

All residents should be able to safely walk and cycle from their home to any destination and we will continue to make improvements to achieve this across the network.

## 1.2 Aim of the Strategy

- 1.2.1 The aim for this strategy is to provide a clear direction for the delivery of active travel improvements throughout the Borough over the next 7-10 years.

## 1.3 Report Structure

- 1.3.1 The strategy is structured as follows:

- Chapter 1 sets out the Vision for the strategy
- Chapter 2 sets out the background and potential benefits of the strategy
- Chapter 3 includes a review of the relevant policies from a national level to a local level
- Chapter 4 outlines existing and proposed infrastructure, programmes and policy in the Borough
- Chapter 5 outlines the progress made to date and sets new active travel targets for the Borough
- Chapter 6 introduces initial identification and prioritisation of new active travel corridors in the Borough
- Chapter 7 shows further development and ranking of the prioritised active travel corridors
- Chapter 8 outlines the summary and recommendations

## 1.4 Active Travel Definition

- 1.4.1 Active travel refers to journeys made by modes of transport that are fully or partially people-powered, for example, walking, wheeling, scooting or cycling.

## 1.5 Safe and Easy

- 1.5.1 The aim is for Lewisham to be one of the easiest and safest places to travel actively in London, where walking, wheeling, scooting and cycling are natural and easy choices of transport for anyone.
- 1.5.2 This active travel strategy looks at the current situation in Lewisham, as well as aspirations, plans and new active travel corridors for the future.

## 1.6 Key Outcome

- 1.6.1 Our Transport Strategy and Local Implementation Plan (2019)<sup>1</sup> has a key outcome for active travel:
- (1) Make travel by sustainable modes the most pleasant, reliable and attractive option

## 1.7 New Active Travel Corridors

- 1.7.1 This strategy identifies and prioritises new active travel corridors that improve and build upon existing corridors, with the aim to deliver as many of the proposals as possible over the next 7-10 years. Grant funding will be sought and secured to support this.
- 1.7.2 There are several possible funding sources, such as:
- TfL, either directly or through the LIP (Local Implementation Plan) funding allocation, which is for Lewisham to help deliver the Mayor's Transport Strategy.
  - Section 106 agreements, which are planning obligations to contribute to the improvement of infrastructure focused on site specific mitigation of the impacts of developments.
  - Community Infrastructure Levy (CIL) which is a charge that can be levied by local authorities on new development in their area to improve the infrastructure.
  - Active Travel Fund, which is a dedicated pool of financial resources, which the Council is exploring, aimed at supporting projects and initiatives that encourage and promote active modes of transport. The core principle behind this fund is to reduce reliance on carbon-intensive vehicles, alleviate traffic congestion, enhance public health, and contribute to more vibrant, accessible, and sustainable urban environments.
- 1.7.3 It is also important to note that projects are likely to be funded over a number of years and funded per project stage.

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<sup>1</sup> Transport Strategy and Local Implementation Plan, 2019 (<https://lewisham.gov.uk/-/media/files/imported/localimplementationplan/reviseddraftlipmarch19final.ashx>)

## 2 BACKGROUND / BENEFITS

### 2.1 Climate Emergency

- 2.1.1 A Climate Emergency has been declared and the Borough is fully committed to tackling this. The scale of the challenge is unprecedented. Decarbonising transport and reducing reliance on cars and enabling and increasing those travelling actively in the Borough is a key way to tackle this.
- 2.1.2 The Climate Emergency Action Plan will deliver a range of health and wellbeing benefits to residents including actions to improve air quality and increase participation in active travel.

### 2.2 Environment and Air Quality

- 2.2.1 Our Air Quality Action Plan (2022-2027) highlights that the persistent use of cars, air travel and construction among other activities means air quality remains a major issue for the public's health. In accordance with Public Health England in 2020, walking, cycling and other forms of active travel are essential for improving health and reducing air pollution, but too often people are put off by the risk of exposure to a high concentration of pollutants. With an estimated effect equivalent to 28,000 – 36,000 deaths each year attributable to human-made air pollution in the UK<sup>2</sup>, more action is needed at all levels to address this unacceptable, serious and avoidable source of harm to our health.
- 2.2.2 Air quality has a major impact on the health and quality of life of residents and visitors to the Borough. Air pollution can have a detrimental effect on people's health, especially the most vulnerable in the community; children, the elderly and people with existing health conditions. The Council wants to work with residents, local businesses and London partners to make Lewisham a cleaner, greener, healthier place to live, work and visit.

### 2.3 Health & Wellbeing

- 2.3.1 The aim is to make walking, wheeling, scooting and cycling safer and more attractive. The health benefits to the individual are well documented and show that active travel far outweighs the risks and can extend someone's life by many years<sup>3</sup>.

<sup>2</sup> [Air pollution: applying All Our Health - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/air-pollution-applying-all-our-health)

<sup>3</sup> [Why the health benefits of cycling to work outweigh the risk of injury | New Scientist](https://www.newscientist.com/health/benefits-of-cycling-to-work-outweigh-risk-of-injury/)

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- 2.3.2 Increased physical activity can help to address problems with mental and physical health. It can lower the chance of developing diabetes, heart disease and other preventable conditions. Active travel can help children to create lifelong healthy habits which may also address obesity.<sup>4</sup>
- 2.3.3 The Mayor's Transport Strategy (2018) and Delivering the Mayor's Transport Strategy (2020/21) set out the ambition that by 2041, 70% Londoners will achieve 20 minutes of active travel per day.
- 2.3.4 The NHS recommends that children and young people aged 5-18 should do 60 minutes of physical activity a day<sup>5</sup>. Active travel is simple, free and convenient for most people. It can be incorporated into a daily routine as part of a journey to school, work or to the shops.
- 2.3.5 Department for Transport executive agency Active Travel England has set specific objectives for active travel, which are to:
- Increase the percentage of short journeys in towns and cities that are walked or cycled to 46% in 2025, 50% in 2030 and 55% in 2035;
  - Increase walking activity to 365 stages per person per year in 2025;
  - Double cycling from 0.8 billion stages in 2013 to 1.6 billion stages in 2025;
  - Increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025.

## 2.4 Congestion

- 2.4.1 In Lewisham, the population has increased by 9% from 275,900 in 2011 to 300,600 in 2021<sup>6</sup>. This is higher than the increase for the whole of London (7.7%).
- 2.4.2 New development in the Borough brings with it new demands on the transport network, potentially exacerbating existing crowding and congestion on the public transport and road network.

<sup>4</sup> Making the case for social prescribing of active travel: a toolkit to support patients to walk and cycle, Mayor of London: [PowerPoint Presentation \(london.gov.uk\)](#)

<sup>5</sup> [Physical activity guidelines for children and young people - NHS \(www.nhs.uk\)](#)

<sup>6</sup> Census 2021. [www.ons.gov.uk](#)

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## 2.5 Business / Economic

2.5.1 There is clear evidence that walking, wheeling, scooting and cycling benefits the economy. A report by Sustrans<sup>7</sup> calculated that the economic benefit of active travel was £36.5bn for the UK. This was based on:

- The annual monetary benefit to individuals and society from people with a car choosing to walk, wheel or cycle for transport. This included factors such as the operating costs of travelling actively vs running a car, travel time of travelling actively compared to travelling by car, traffic congestion, the value of additional years of life, medical costs (e.g. to the NHS) and work absenteeism, plus
- The value of similarly purposeful trips but walked, wheeled or cycled by people without access to a car, plus
- The value of leisure walking, wheeling and cycling trips made by everyone.

2.5.2 TfL found that investment in walking and cycling brings significant benefits to the economy. Retail spend was seen to increase by up to 30%, and over a month people who walk to the high street spend up to 40% more than people who drive to the high street.<sup>8</sup>

## 2.6 Equality and Inclusion

2.6.1 The Equality Act 2010 (Specific Duties 2011) requires public bodies to set and monitor progress towards the achievements of equality objectives on a four year cycle. For 2020-24, the Council's equality objectives, which are set out in the Single Equality Framework, are as follows:

- To ensure equal opportunities for marginalised and seldom heard communities.
- To reduce the number of vulnerable people in the Borough by tackling socio-economic inequality.
- To improve the quality of life of residents by tackling preventable illnesses and diseases.
- To ensure that services are designed and delivered to meet the needs of Lewisham's diverse population.
- To increase the number of people we support to become active citizens.

<sup>7</sup> 'Helping people through the cost of living crisis and growing our economy: The role of walking, wheeling and cycling', Sustrans, 2021 ([Helping people through the cost of living crisis and growing our economy: The role of walking, wheeling and cycling](https://www.sustrans.org.uk/helping-people-through-the-cost-of-living-crisis-and-growing-our-economy-the-role-of-walking-wheeling-and-cycling) ([sustrans.org.uk](https://www.sustrans.org.uk)))

<sup>8</sup> Walking & cycling: the economic benefits, TfL ([Walking and cycling: the economic benefits](https://www.tfl.gov.uk/walking-and-cycling-the-economic-benefits) ([tfl.gov.uk](https://www.tfl.gov.uk)))

- 2.6.2 There are nine different protected characteristics as defined by the Equality Act 2010; these protected groups include those with a disability. The Council must have due regard for these groups as well as on people who are disadvantaged due to socio-economic factors.
- 2.6.3 Lewisham has a mixture of high and moderate deprivation levels in general as shown through data collected in the 2021 census. Those who are on lower incomes and rely on walking or wheeling will particularly benefit from improved infrastructure.
- 2.6.4 Lewisham as a whole has 47.7% of households who do not have access to a car or van. This is higher than the figure for England and Wales (23.5%) and for London as whole (42.1%).<sup>9</sup>
- 2.6.5 Good quality active travel links can help to tackle social exclusion by improving access to schools, workplaces and local amenities (parks, libraries, swimming pools etc.) using a mode of transport which is affordable.
- 2.6.6 The TfL Inequalities in Road Danger (2023)<sup>10</sup> report found that sex, followed by deprivation level is the greatest predictor for the number of people injured per 1000 after controlling for mode of travel.
- 2.6.7 TfL's Vision Zero Inequalities Dashboard has created a new map of London, showing the stark levels of road traffic injury inequality in the capital. The dashboard enables users to filter the data on the relationship between deprivation levels and road casualties by year, area, casualty severity and mode of travel, while the mapping function makes it easier to explore areas of higher casualty or casualty location rates.

<sup>9</sup> Census, ONS, 2021

<sup>10</sup> Inequalities in road danger in London (2017-2021) June 2023, version 2.0 TfL [Inequalities in road danger in London 2017-2021 \(tfl.gov.uk\)](https://www.tfl.gov.uk/road-danger)

# 3 POLICY CONTEXT

## 3.1 National Policy

### **Gear Change 2020**

- 3.1.1 Published in 2020, 'Gear Change' is the Government's National Policy for walking and cycling. It sets out the vision for walking and cycling in England:
- England will be a great walking and cycling nation: Places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030
  - Healthier, happier and greener communities
  - Safer streets
  - Convenient and accessible travel
  - At the heart of transport decision-making
- 3.1.2 This government policy focuses on several key areas including sustainability, accessibility, innovation, and promotion of active travel modes whilst reducing carbon emissions and improving air quality.

### **The second Cycling and Walking Investment Strategy (CWIS2) 2023**

- 3.1.3 Following 'Gear Change', the CWIS2 outlines the total government investment into active travel from April 2021 through to March 2025. Performance monitoring arrangements and governance are also set out within this document.
- 3.1.4 This includes redesigning towns, cities and neighbourhoods to enable more active short journeys, removing barriers to make active travel more inclusive, and using the new Active Travel England body.
- 3.1.5 The government's objectives for walking and cycling are:
- Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 2019 to 46% in 2025
  - Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025
  - Double cycling, where cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025
  - Increase the percentage of children aged 5 to 10 who usually walk to school from 49% in 2014 to 55% in 2025

## 3.2 Regional Policy

### **Mayor's Transport Strategy 2018 (with subsequent annual progress reports – 'Delivering the Mayor's Transport Strategy')**

3.2.1 Using the Healthy Streets Approach, this strategy for London includes the aim for 80% of all trips to be made by active, efficient and sustainable mode share by 2041.

3.2.2 This strategy sets out the ambition that 70% of Londoners will live within 400m of the London-wide cycle network by 2041 and prioritises the shift away from private cars in favour of sustainable modes of transport, emphasising the need for affordable and accessible options for all residents.

3.2.3 The key themes of the strategy are:

- Healthy streets and healthy people
- A good public transport experience
- New homes and jobs

#### **Healthy Streets**

3.2.4 The healthy streets approach is a system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more. It uses 10 evidence based indicators of what makes streets appealing healthy and inclusive places. This is shown in Figure 3-1.

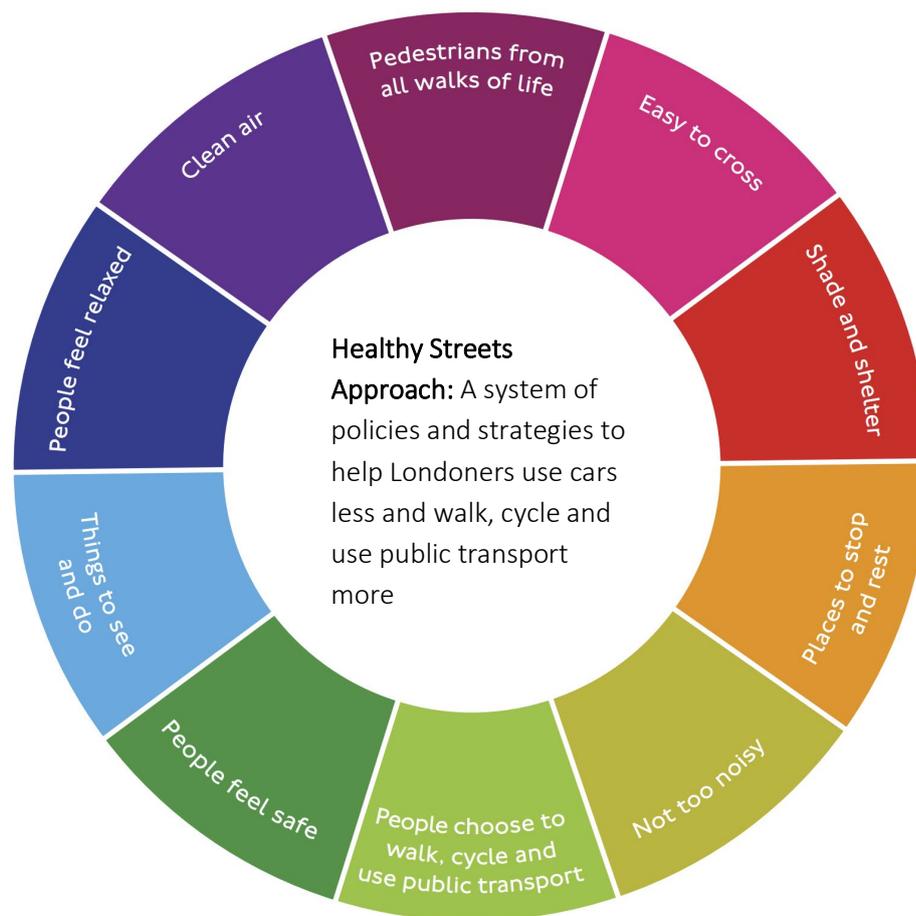


Figure 3-1: Healthy Streets Approach (TfL)

### Walking Action Plan: Making London the world's most walkable city 2018

3.2.5 Overall, the Walking Action Plan (2018) seeks to create a safer, more accessible and enjoyable walking environment in the city, whilst also contributing to improved air quality, increased physical activity and reduced congestion.

3.2.6 This walking action plan for London has two primary aims:

- Increase the number of walking trips by more than one million per day by 2024 (from 6.4 million to 7.5 million)
- Increase the proportion of trips to primary schools made by walking to 57% by 2024 (from 53%).

### Cycling Action Plan 2 2023

3.2.7 The second Cycling Action Plan is part of TfL's approach to achieve the Mayor's Transport Strategy (2018) which set the aim to make London the world's best big city for cycling.

- 3.2.8 Two new targets have been set for cycling in London for 2030:
- 1.6 million daily cycle journeys by 2030, increasing by a third from 1.2 million journeys made in 2022.
  - 40% of Londoners living within 400m of a Cycleway by 2030, up from 22% in 2022.
- 3.2.9 London wide, good progress is being made with 22% of Londoners now living within 400m of the London-wide cycle network (2023)<sup>11</sup>.

### 3.3 Lewisham Policy

#### **Corporate Strategy 2022 - 2026**

- 3.3.1 Our Corporate Strategy sets out the Council's ambitions for Lewisham and how they will be achieved over the four years of the strategy. It explains the Borough's values, priorities and focus, planning how services will be improved for residents, businesses and partners.
- 3.3.2 It has a focus on equality, putting residents at the centre of everything the Council does.
- 3.3.3 This strategy pledges to introduce new walking paths connecting the Borough and the spaces within it.
- 3.3.4 The priority to be 'Cleaner and Greener' outlines the aim to 'enable more active travel and aim to reduce reliance on cars'.

#### **Climate Emergency Action Plan 2020 - 2030**

- 3.3.5 The Climate Emergency Action Plan sets out what key actions will be taken in order to achieve net zero carbon by 2030.
- 3.3.6 The action plan covers 5 delivery areas:
- Leading by example
  - Sustainable housing
  - Decarbonised transport
  - Greener, adaptive Lewisham
  - Inspiring, learning and lobbying
- 3.3.7 25% of carbon emissions in Lewisham currently arise from transport.
- 3.3.8 This action plan outlines the huge potential to increase cycling in the Borough, *"Data tells us that over a quarter of a million journeys in the Borough every year are short enough and for purposes that could suit using a bicycle, yet 94% of these trips are currently made by other modes"*.

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<sup>11</sup> Delivering the Mayor's Transport Strategy (TfL), 2023.

3.3.9 The following two objectives (with accompanying future actions) within this action plan are relevant to active travel:

- An integrated and sustainable approach to transport that meets local needs without compromising the environment
- Healthy neighbourhoods that promote walking and cycling

#### **Lewisham Joint Strategic Needs Assessment (JSNA)<sup>12</sup>**

3.3.10 This is the process by which the current and future health and wellbeing needs of the local population are described and considered. It exists to highlight inequalities between different groups of the population including demographic, social and health information.

3.3.11 An overall profile of Lewisham's population is produced every 2 years and is called 'The Picture of Lewisham'.

3.3.12 The JSNA highlights that:

- 38.3% of year 6 pupils are overweight or obese
- Physical inactivity is the fourth largest cause of disease and disability in the UK
- 16.4% of adults (18+) in the Borough are classified as physically inactive
- In 2016/2017 there were 323.9 asthma-related hospital admissions for patients under 19 years old, per 100,000 population in the Borough. The London average is 201.2.

#### **Transport Strategy and Local Implementation Plan 2019**

3.3.13 The Transport Strategy and Local Implementation Plan (LIP) sets out the Council's plans for the future of transport in Lewisham, with details of aspirations for the Borough up to 2041. This contributes towards achieving the vision of the London Mayor's Transport Strategy (MTS).

3.3.14 The objectives of the Council's Transport Strategy are for travel by sustainable modes to be the most pleasant, reliable and attractive option for those travelling to, from and within Lewisham; for Lewisham's streets to be safe, secure and accessible to all; Lewisham's streets to be healthy, clean and green with less motor traffic; and for Lewisham's transport network to support new development whilst providing for existing demand.

#### **Lewisham Healthy Neighbourhoods Strategy (emerging)**

3.3.15 The Healthy Neighbourhoods strategy is a response to the Mayor of London's Healthy Streets initiative, and aims to enable modal shift and encourage more people to walk and cycle.

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<sup>12</sup> [PowerPoint Presentation \(lewisham.gov.uk\)](http://lewisham.gov.uk)

- 3.3.16 The Healthy Neighbourhoods strategy identifies and prioritises proposed Healthy Neighbourhood areas, outlines the proposed methodology for delivery including a consultation and engagement plan, and makes recommendations on objectives, monitoring, and possible type of interventions.

#### **Lewisham Cycle Strategy (2017)**

- 3.3.17 This sets out the Council's vision for cycling to be a safer and more attractive option for travel. This includes delivering cycle improvements via schemes such as Healthy Neighbourhoods where space is made available for people to enjoy streets without motor vehicles, particularly near schools, to help those walking and cycling.
- 3.3.18 This Active Travel Strategy will supersede the 2017 Cycle Strategy.

#### **Air Quality Action Plan 2022 – 2027**

- 3.3.19 The Air Quality Action Plan outlines the Council's five-year strategy to improve air quality in the Borough. It includes objectives for cleaner air around schools and for cleaner transport policies, such as encouraging more trips to be made by walking, cycling and public transport to reduce car use. The full list of air quality priorities are:

- Communication and raising public health and awareness
- Minimising emissions from new developments
- Expanding the Council's sustainable transport infrastructure
- Collaboration with the GLA and other London Boroughs on air quality initiatives
- School action plan
- Infrastructure
- Energy
- Electric vehicle infrastructure
- Pedestrianisation
- Borough fleet
- Smoke control zones

#### **Lewisham Streetscape Design Guide (draft) 2024**

- 3.3.20 The draft Streetscape Design Guide has been developed as a toolkit that can be used by designers, planning teams and other stakeholders to enhance the design quality of our streets and public spaces and achieve our aims.
- 3.3.21 It includes design guidance on greening and planting, pavements, roads, cycle infrastructure, junctions and crossings and traffic management.
- 3.3.22 It will steer any new infrastructure projects towards providing walking and cycling improvements.

Table 3-1: Summary of policies and strategies

Policy / Strategy	Year	Key Focus Area	Targets / Objectives
<b>National Policy</b>			
Gear Change	2020	Walking and cycling, sustainability, accessibility, innovation	<ul style="list-style-type: none"> <li>- Half of all urban journeys cycled or walked by 2030</li> <li>- Healthier, greener communities</li> <li>- Safer streets</li> <li>- At the heart of transport decision-making</li> </ul>
Cycling and Walking Investment Strategy 2	2023	Investment in active travel, redesigning urban areas, inclusivity	<ul style="list-style-type: none"> <li>- 46% of short urban journeys cycled/walked by 2025</li> <li>- 365 walking stages per person/year by 2025</li> <li>- Double cycling stages to 1.6 billion by 2025</li> <li>- 55% of kids walking to school</li> </ul>
<b>Regional Policy</b>			
Mayor's Transport Strategy	2018	Healthy Streets Approach, public transport, sustainability	<ul style="list-style-type: none"> <li>- 80% of trips by foot, cycle, or public transport by 2041</li> </ul>
Walking Action Plan	2018	Walking, air quality, physical activity	<ul style="list-style-type: none"> <li>- 7.5 million daily walking trips by 2024</li> <li>- 57% of school trips by walking by 2024</li> </ul>
Cycling Action Plan 2	2023	Cycling, sustainable urban transport	<ul style="list-style-type: none"> <li>- 1.6 million daily cycle journeys by 2030</li> <li>- 40% of Londoners within 400m of a Cycleway by 2030</li> </ul>
<b>Lewisham Policy</b>			
Corporate Strategy	2022 – 2026	Equality, active travel, sustainability	<ul style="list-style-type: none"> <li>- Introduce new walking paths</li> <li>- Reduce car reliance</li> </ul>
Climate Emergency Action Plan	2020 – 2030	Carbon reduction, sustainable transport	<ul style="list-style-type: none"> <li>- Net zero carbon by 2030</li> <li>- Promote walking and cycling</li> </ul>
Joint Strategic Needs Assessment (JSNA)	Biennial	Health and wellbeing, inequalities	<ul style="list-style-type: none"> <li>- Address physical inactivity</li> <li>- Focus on child obesity</li> <li>- Improve air quality</li> </ul>

Transport Strategy and LIP	2019	Sustainable travel, safety, air quality	<ul style="list-style-type: none"> <li>- Support sustainable travel</li> <li>- Make streets safe and accessible</li> </ul>
Healthy Neighbourhoods Strategy	Emerging	Modal shift	<ul style="list-style-type: none"> <li>- Encourage walking and cycling</li> </ul>
Air Quality Action Plan	2022 – 2027	Air quality, sustainable transport	<ul style="list-style-type: none"> <li>- Improve air quality</li> <li>- Encourage walking and cycling</li> <li>- Develop sustainable transport infrastructure</li> </ul>
Cycle Strategy	2017	Active Travel	<ul style="list-style-type: none"> <li>- Encourage cycling</li> </ul>
Lewisham Streetscape Design Guide (draft)	2024	Design quality, streets, public realm	<p>Make streets and local spaces:</p> <ul style="list-style-type: none"> <li>- Distinctive</li> <li>- Accessible</li> <li>- Comfortable</li> <li>- Climate resilient</li> <li>- Focused on the local economy</li> </ul>

## 4 WALKING AND CYCLING INFRASTRUCTURE

### 4.1 Walking and Cycling For All

- 4.1.1 Everyone is primarily a pedestrian and our streets are the first public space outside our front doors. It is essential therefore that they are inviting and accessible to all.
- 4.1.2 Walking is a great, cheap way of getting around the Borough. It's also a great way to keep active which helps reduce stress and improve your mood.
- 4.1.3 Removing barriers to walking and cycling is necessary so that anyone can access active travel. The following barriers may be experienced:

#### **Quality of the walking and cycling environment**

- 4.1.4 The walking environment may present obstacles for people with mobility impairments, including those who use wheelchairs, walking aids, or have other mobility challenges. Pavements can be uneven, narrow, or obstructed by street furniture, trees, or poorly placed signposts. These conditions can make it difficult for individuals to navigate. Additionally, the lack of dropped kerbs at crossings or the presence of steep gradients can be challenging for wheelchair users and those with limited mobility and also for parents pushing a pram or pushchair.
- 4.1.5 Additionally, for those with visual impairments, poorly maintained pavements can be hazardous. Inconsistent tactile paving, unexpected obstacles, and a lack of clear, audible crossing signals can make navigating the streets a complex task. The absence of clear and consistent wayfinding features can also exacerbate the difficulties faced by visually impaired pedestrians.
- 4.1.6 Wheels for Wellbeing's guide to inclusive cycling helps to outline the benefits of cycling for disabled people. Many disabled people use their cycle as an aid to mobility.
- 4.1.7 Wheels for wellbeing found that 1 in 3 disabled cyclists were unable to park or store a non-standard cycle somewhere because the facilities were inadequate<sup>13</sup>.
- 4.1.8 For cyclists, the lack of clearly signed or demarcated routes or cycle facilities of substandard width may be a barrier to cycling.
- 4.1.9 Currently there are three cycle routes in the Borough which rely on stepped footbridges across railway tracks. It is important for accessibility that barriers such as these are removed so that those with reduced mobility as well as those who are cycling can access these routes.

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<sup>13</sup> [Campaigning for inclusive cycling, Wheels for Wellbeing](#)

### **Traffic and safety concerns**

- 4.1.10 Traffic can create an intimidating environment for both pedestrians and cyclists. This may be felt more acutely by those with mobility impairments, the elderly and parents with young children, where crossing or travelling along busy roads can be daunting.

### **Parking issues**

- 4.1.11 Parking on pavements creates significant obstacles for pedestrians. Illegally parked cars often block pavements, forcing pedestrians to walk in the road, which is particularly dangerous for those with disabilities, older people, and children. For cyclists, parked cars along narrow streets can also create hazardous conditions.

### **Deprivation and health**

- 4.1.12 Research by Sustrans<sup>14</sup> shows that safer walking and cycling infrastructure can help to improve the population's health and reduce inequalities. This research also found that when active travel routes are built or improved in areas where walking and cycling are low, relative increases in levels of physical activity can be large.

## **4.2 Existing Walking and Cycling Infrastructure and Programmes**

- 4.2.1 The following projects and programmes will deliver walking and cycling improvements that will complement the corridors identified in this strategy.

### **Our existing walking and cycling routes**

- 4.2.2 Lewisham already contains a number of direct and easy to navigate walking and cycling routes connecting cyclists and pedestrians to their destinations. These are: Cycleway 4, National Route 21 (Waterlink Way) of the National Cycle Network (NCN), and Cycleway 10.
- 4.2.3 The Waterlink Way is a walking and cycling route from Sydenham to the Thames. It connects the Borough's three main town centres – Catford, Lewisham and Deptford.
- 4.2.4 Cycleway 4 is a continuous segregated cycle route between Tower Bridge and Greenwich through Deptford which also includes new pedestrian crossings and improved public spaces.
- 4.2.5 Cycleway 10 is a safe quiet route which runs through Lewisham from Greenwich to Waterloo via Deptford.
- 4.2.6 The Borough is delivering walking and cycling schemes throughout Lewisham, with schemes at various stages of design and construction. These schemes will continue to be progressed and engagement undertaken with the public at the appropriate stage.

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<sup>14</sup> Sustrans, 2021, [Safe walking and cycling infrastructure reduces health inequalities - Sustrans.org.uk](https://www.sustrans.org.uk).

### **Contraflow cycling**

- 4.2.7 Contraflow cycling enables cyclists to ride against the traffic flow in a one-way street. There are a number of contraflow cycle lanes throughout the Borough.

### **Healthy Neighbourhoods**

- 4.2.8 Healthy Neighbourhoods aim to create safer, cleaner and greener streets by reducing through-traffic and discouraging non-essential car journeys. Healthy Neighbourhoods consist of traffic management interventions, which include modal filters, banned turns and one-way streets, implemented in conjunction with complementary interventions such as accessibility improvements, planting, and cycle parking.
- 4.2.9 In our existing Healthy Neighbourhood, which is located in Lewisham and Lee Green, the modal filters are marked by physical planters or signage and camera-enforced restrictions. Cyclists, emergency vehicles and waste vehicles are permitted to pass through, and Blue Badge holders living in Lewisham are able to apply for an exemption.

### **School streets**

- 4.2.10 School streets close streets outside schools to traffic at the start and end of the school day, making it safer and easier for children to walk, cycle or scoot to school. School streets have been implemented at several schools in Lewisham.
- 4.2.11 The aim of this programme is to reduce traffic volumes outside schools in order to improve air quality at the school gates, make it easier and safer to walk and cycle to school and create a friendlier and calmer environment for everyone.

### **Sustainable streets programme**

- 4.2.12 The sustainable streets programme aims to create better streets for residents, reduce the number of car journeys made in Lewisham and encourage more people to walk, cycle or use public transport, in order to reduce traffic and pollution, improve road safety and lower carbon emissions.
- 4.2.13 The sustainable streets programme introduces a series of improvements to local streets including more street trees, safer crossing points, electric vehicle charging points, secure cycle parking and car club bays.
- 4.2.14 With unrestricted parking on 75% of our roads – the highest of any inner London borough – improving parking management and introducing more sustainable transport measures are both crucial for reducing the number of unnecessary car journeys and tackling traffic, congestion and pollution.

4.2.15 The sustainable streets programme also introduces new parking permits through controlled parking zones (CPZ). This is parking on the public highway is restricted at certain times. Controlled parking zones aim to reduce parking pressure and discourage unnecessary car journeys, in order to reduce traffic, congestion and improve air quality. They are particularly important in areas which attract high numbers of visitors or commuters, such as near train stations, shopping centres, town centres and hospitals, resulting in significant parking pressures and increased traffic, congestion and air pollution. They also aim to ensure that available parking is prioritised for local residents, businesses and those who rely on a vehicle to get around, as well as helping address issues with unsafe or inconsiderate parking.

4.2.16 This programme is being rolled out in phases across the Borough.

#### **Road danger reduction programme**

4.2.17 Lewisham has adopted the Mayor of London's Vision Zero policy of eliminating all fatalities or serious injuries from traffic collisions by 2041.

4.2.18 In order to achieve 'vision zero', Lewisham has a road danger reduction programme which is divided into residential (i.e. unclassified) streets and those higher-trafficked roads (i.e. 'A' and 'B' roads).

4.2.19 The Borough has a 20mph speed limit which has been in place since 2016. The road danger reduction programme is evidence led and contains measures which support this such as traffic calming measures with special attention given to addressing known collision hotspots.

#### **On and off street cycle parking**

4.2.20 Convenient and secure cycle parking is essential to increase the numbers of people cycling.

4.2.21 On street cycle parking can include a diversity of provision which includes Sheffield stands, cycle hangars and cycle hubs.

4.2.22 Research by Sustrans found that poor cycle parking stops people on a low income or not in employment from cycling.<sup>15</sup>

4.2.23 TfL's Cycle Parking Implementation Plan's action 1 is to introduce a new cycle parking benchmark for all stations outside zone 1 – to provide a minimum of 20 cycle parking spaces within 50m of the station with 30% spare capacity.

#### **Cycle hangars**

4.2.24 Cycle hangars are specially designed secure storage units for cycles, installed onto streets. Each hangar holds up to six cycles and takes up just over half a standard car parking space.

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<sup>15</sup> Residential cycle parking: improving cycle parking for people on a low income or not in employment, Sustrans, 2024

- 4.2.25 They are secure and weather-protected and can be requested by residents. We will give residents the option of requesting an accessible, secure cycle store for an adapted cycle.
- 4.2.26 There is a long list of request for cycle hangars by residents and they are installed at locations where there is highest demand and all installations are dependent on funding.
- 4.2.27 TfL's Cycle Parking Implementation Plan acknowledges that cycles come in all shapes and sizes and so parking needs to be accessible and usable for all types of cycle.<sup>16</sup>

### **Pavement Parking**

- 4.2.28 Vehicles parked on pavements can cause an obstruction and limit the movement of those walking, particularly those who are older, disabled people with a mobility or visual impairment, or parents with pushchairs. Parking on footways or footpaths, or in front of dropped footways, or raised carriageways is banned on almost all streets across London, at all times.
- 4.2.29 Footway parking also has other significant implications such as causing physical damage which increases maintenance costs, the obstruction to footway maintenance operations and the reduction in space for street trees.
- 4.2.30 We pledge to work towards removing pavement parking. We will enforce against or design out illegal pavement parking where it is a persistent issue and remove legal pavement parking where possible.
- 4.2.31 Work is ongoing to identify locations to be prioritised for footway parking removal.

### **The Equal Pavements Pledge**

- 4.2.32 We support Transport for All's Equal Pavements Pledge. This means that Lewisham has made a commitment to working with and considering the needs of disabled people to ensure delivery of a pedestrian environment that is accessible to everyone.

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<sup>16</sup> Cycle Parking Implementation Plan, TfL, 2019 ([Cycle parking implementation plan \(tfl.gov.uk\)](https://www.tfl.gov.uk/cycle-parking-implementation-plan))

4.2.33 The Equal Pavements Pledge contains the following seven commitments:

- **Listen, and act**  
Engage with and listen to the perspectives of disabled people, across the impairment groups, who have been significantly erased from the conversation. By doing this, we can move forward with accessible, inclusive, pan-impairment solutions which benefit everyone, and the environment.
- **Keep it clear**  
Maintain a minimum of 1.5m clearance on all pavements, by enforcing the terms of your licenses with businesses. Issue written warnings and follow up with on-site visits to premises to enforce the terms. Use roaming 'inspectors' to ensure pavements aren't blocked.
- **Cut the clutter**  
Operate a zero-tolerance approach to street clutter. Issue warnings to businesses that obstruct pavements with A-boards, and follow up with fines. Consider temporarily removing permanent fixtures, for example bollards and lamp posts, while outdoor furniture is on pavements to maintain a clear path. Electric Vehicle charging points should only be situated on a pavement as a last resort if there are no other options, and must be placed in a way that will not cause obstruction or trip hazard from trailing cables.
- **Mind the trash**  
Schedule waste removal at times that will be the least disruptive, reducing the issue of bags of rubbish being left on pavements during periods of high footfall.
- **Drop the kerbs**  
Undertake a professional accessibility audit of your streetspace and install immediate short-term measures (e.g: asphalt ramps) at problem areas to ensure step-free access. This is a short term and immediate solution while more long-term solutions, including proper dropped kerbs and correct tactile paving where appropriate, are devised and installed
- **Protect Blue Badge Bays**  
Do not remove parking spaces for Blue Badge holders except where supported by robust data and in consultation with disabled residents. In rare occasions where this is unavoidable, the bays must be relocated close to the original location and any plans should be consulted on with disabled residents to avoid impeding access.

#### **Behaviour change programme**

4.2.34 Delivery of supporting behaviour change initiatives to address barriers to active travel and encourage uptake of sustainable modes of transport. Such initiatives include amongst others adult and children cycle training, cycle loan scheme, Dr Bike events, local community cycling events, school travel planning, and Vision Zero education. This is funded using LIP funding as well as the safer corridors and neighbourhoods funding which also funds the Lewisham behaviour change programme (including Dr Bike, School Travel Plans and Road Safety Education).

- **Cycle training:** free for children and adults who live in the Borough. These lessons range from small groups off-road, for complete beginners, to more advanced sessions to help improve performance when dealing with complex junctions and riding in traffic. Further details can be found here: <https://lewisham.gov.uk/myservices/roads-and-transport/cycling/free-cycle-lessons>
- **Cycle loan scheme:** a try before you buy a bike scheme. Pay monthly for a bike – includes hybrid, folding bikes, e bikes, e-cargo bikes and adaptive bikes. Further details can be found here: <https://lewisham.gov.uk/myservices/roads-and-transport/cycling/cycle-loan-scheme>
- **Dr Bike:** cycle maintenance advice and checks available at some events in the borough.
- **School Travel Plans:** working documents which promote safe, healthy and sustainable travel to and from school. Further details can be found here: [Lewisham Council - Setting up a school travel plan](#)
- **Vision Zero education:** road safety education seeking to reduce deaths and serious injuries from collisions on the road to zero by 2041.

### **Dockless cycles**

- 4.2.35 Dockless cycle hire schemes help to promote active travel and have the potential to increase the number of journeys made using hire cycles.
- 4.2.36 Dockless cycles within Lewisham must be parked in designated bays around the Borough. These designated parking bays are geofenced to prevent and mitigate issues caused by inconsiderate parking and obstructions to pedestrians. E-cycles are equipped with GPS that determines their precise location and does not allow parking away from the designated bays.
- 4.2.37 Dockless cycles are placed on the carriageway where possible. A map showing the dockless cycle bays contained within phase 1 is shown in Figure 4-1.
- 4.2.38 We are working in partnership with Lime who will ensure that e-cycles parked obstructively are removed once reported.

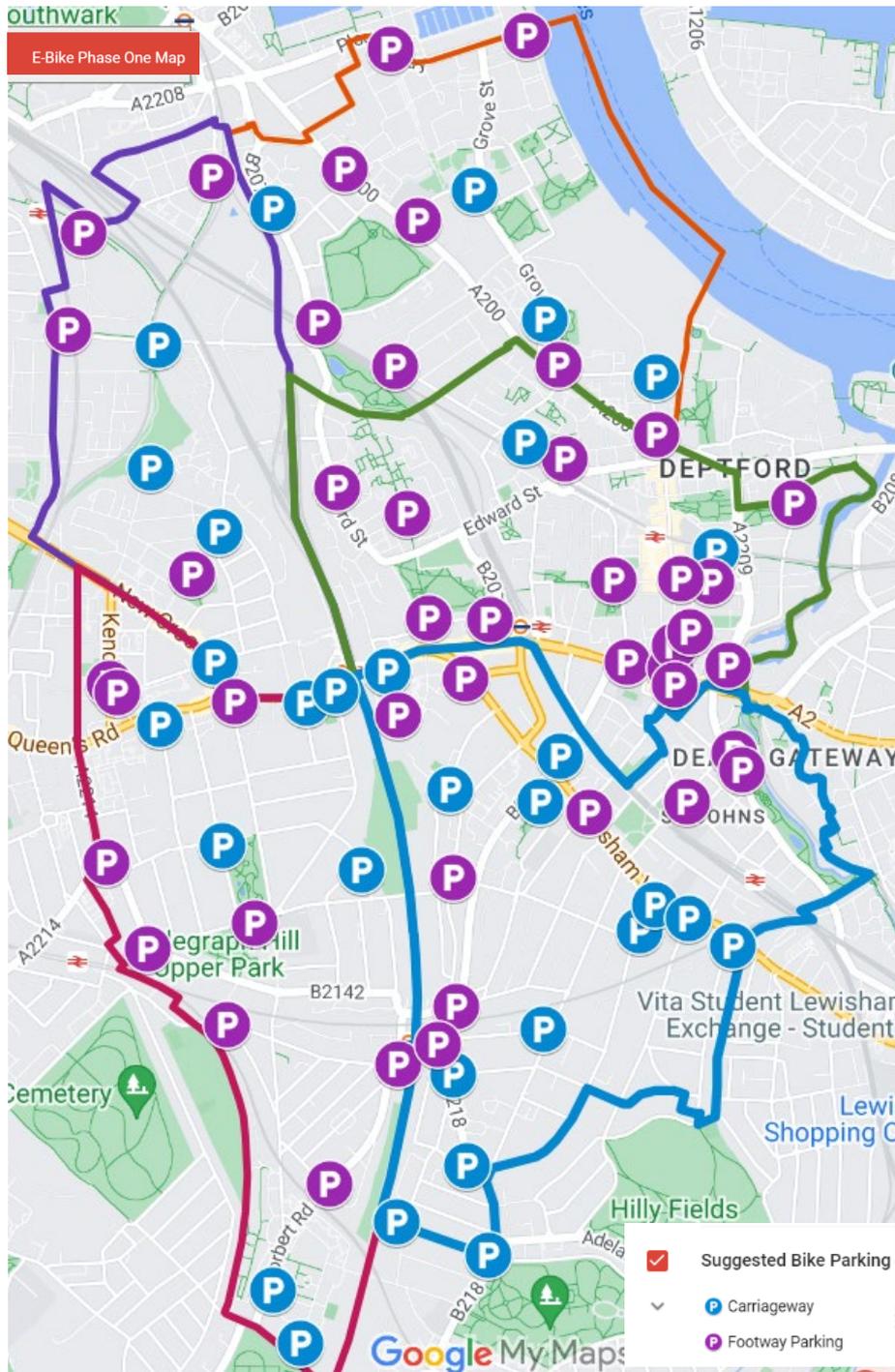


Figure 4-1: Dockless cycle parking bays in Lewisham (phase 1)<sup>17</sup>

<sup>17</sup> Active Travel Strategy, Dockless Bikes, Cycle Training in Schools, Cycle Network Development, Sustainable Development Select Committee, London Borough of Lewisham, January 2024

4.2.39 Following phase 1, there are 3 additional phases. Once phase 4 is complete there will be approximately 300 marked bays across Lewisham.

#### **Cargo cycles**

4.2.40 We have partnered with the London Cycling Campaign in order to lend e-cargo cycles to local businesses to help them to be less reliant on motor vehicles and make quicker, more cost effective journeys.

4.2.41 There are not currently any dockless cargo cycle locations but this is a potential opportunity as has been demonstrated in locations outside of the Borough.

4.2.42 TfL's Cargo Bike Action Plan (2023) promotes and enables the growth of cargo bikes for last-mile freight and servicing trips. It estimates that carbon savings resulting from cargo bike growth across London could be between 10,000 and 30,000 tonnes of CO<sub>2</sub> a year by 2030. This could also equate to up to around 100 million van kilometres saved per year.<sup>18</sup>

#### **Further information**

4.2.43 Further information relating directly to cycling in Lewisham can be found by visiting [Lewisham.gov.uk/cycle](https://Lewisham.gov.uk/cycle)

### **4.3 Proposed Infrastructure and Policies**

#### **New active travel corridors**

4.3.1 This Active Travel Strategy includes recommendations for new or upgraded high quality active travel corridors which will improve conditions for people walking, scooting, wheeling or cycling.

4.3.2 Table 4-1 shows examples of some typical walking and cycling infrastructure improvements. This list is non exhaustive and every intervention will not necessarily be used in the Borough. Feasibility studies of each corridor will be undertaken, with the best interventions included as required based on site conditions and constraints, compliance with the latest design standards and guidance, and our aspirations.

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<sup>18</sup> Cargo Bike Action Plan, TfL, 2023 ([Cargo bike action plan \(tfl.gov.uk\)](https://tfl.gov.uk))

Table 4-1: Examples of typical active travel infrastructure

Type	Examples		
Pedestrian comfort	<p>Wider Footways and pinch point removal</p> 	<p>Raised loading bays enabling wider pavements when not in use</p> 	
Reducing traffic volumes	<p>Road closures and modal filters</p> 	<p>Bus gates</p> 	<p>Pedestrianisation</p> 
Public realm	<p>Pedestrianisation</p> 	<p>Rest points – seating</p> 	<p>Street greening</p> 

Pedestrian Crossings

Raised carriageway to aid crossing and slow traffic



Zebra crossing



Signalised pedestrian crossing



Parallel crossing



Cycle crossings

Signalised Crossing



Parallel crossing



Cycle signals



On street cycle facilities

Fully segregated



Stepped track



On carriageway cycle facilities



Quietway cycle facilities

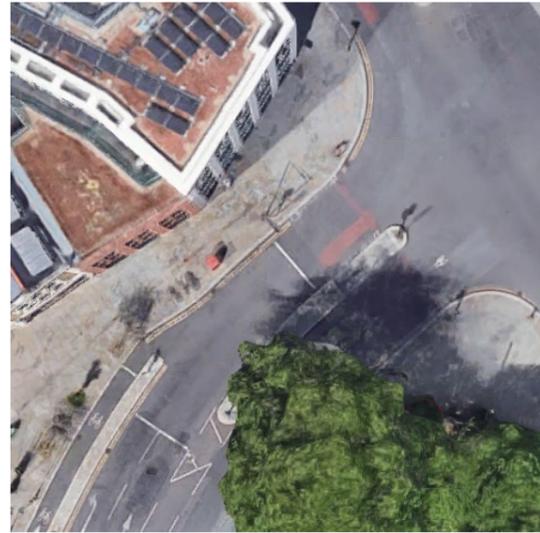


Junction improvements

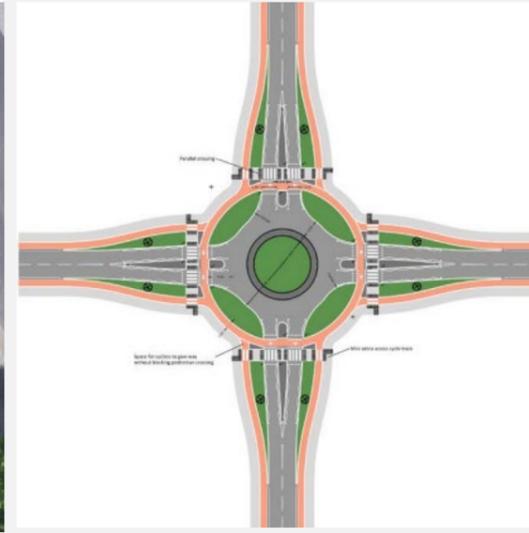
Wide Direct Crossings & Segregated Cycle Facilities



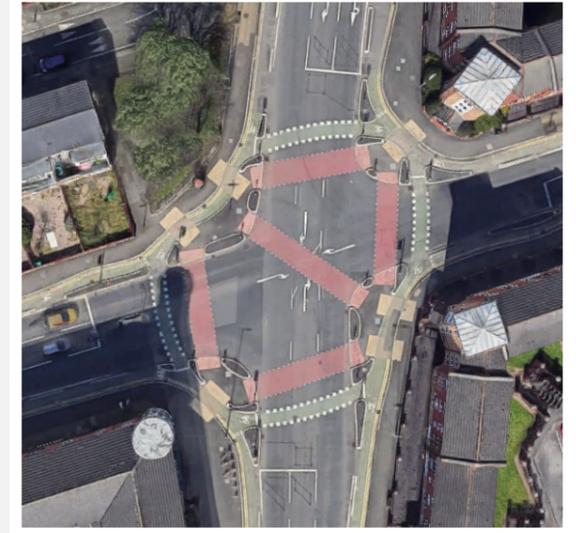
Cycle Gates and Cycle Early Release



Dutch Style Roundabout



Cyclops Style Junction



Cycle parking

Sheffield Stands



Cycle Hangars



Cargo Bike Hangar



Cycle Hubs (typically at stations)



# 5 TARGETS

## 5.1 Progress So Far

### **Progress against previous targets**

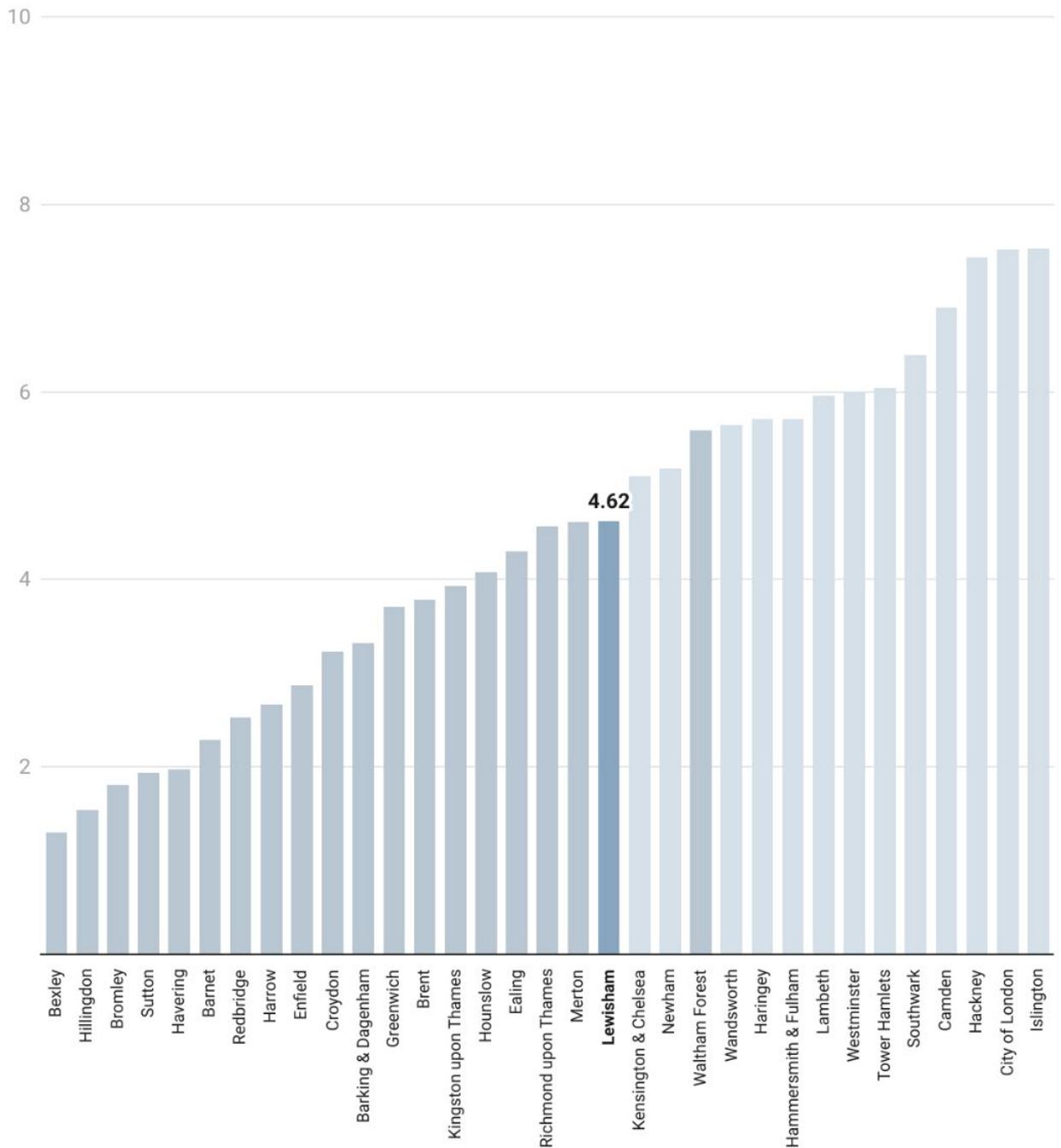
- 5.1.1 The progress against previous active travel targets is set out in Table 5-1. This includes targets set out in the LIP MTS as well as targets set out in the 2017 Cycle Strategy.

Table 5-1: Progress Against Previous Targets

Description	Source	Base	Target	Current	
% of residents travelling using sustainable modes	LIP MTS	70.7% in 2017/18-2019/20	72% by 2021 81% by 2041	77.9% in 2022/23	Ahead of target
% living within 400m of the strategic cycling network	LIP MTS	4% in 2016	19% by 2021 71% by 2041	15% in 2023	Behind target
Percentage of Lewisham residents doing at least two x10 minutes of active travel a day	LIP MTS	37% in 2013/14 to 2015/16	44% in 2021 70% in 2041	38% in 2022/23	Behind target
Vision zero – deaths and serious injuries from all road collisions to be eliminated from our streets	LIP MTS	120 in 2017	44 in 2022 0 in 2041	114 in 2022	Behind target
Daily cycle journeys	Lewisham Cycle Strategy	18,391 in 2017	37,000 in 2021	Data not available from LTDS at borough level from 2021	Unknown
Cycling to work	Lewisham Cycle Strategy	4% (Census data shows the base was actually 2.9% in 2011)	10% in 2021	3.6% in 2021	Behind target
Casualty rate	Lewisham Cycle Strategy	2.2	1.1 (casualties per 100,000 cycle journeys)	Data not available through LTDS.	Unknown
Cycling to school	Lewisham Cycle Strategy	3.2%	4.8%	Data not available	Unknown

## Healthy Streets Scorecard

- 5.1.2 The London Boroughs Healthy Streets scorecard coalition compiles a scorecard to compare how well each borough is doing in relation to the Healthy Streets indicators. It is published annually to help establish how much progress is being made every year.
- 5.1.3 There are six key input and four output measures that make up the score. The six input measures used are:
- Proportion of each borough that is made up of Low Traffic Neighbourhoods (LTNs)
  - Proportion of a borough's road network (excluding the TLRN or Red Route network which is controlled by TfL) that is subject to a 20mph speed limit
  - Proportion of a borough's roads that are under some form of Controlled Parking (CPZ)
  - Proportion of roads with a physically protected cycle track
  - Number of schools within each borough that are engaged with the Travel for Life (formerly STARS) programme and the percentage of schools within the borough with a school street
  - Proportion of bus routes within each borough that have been given priority over general traffic (e.g. bus lanes or modal filters)
- 5.1.4 The four output measures are:
- Proportion of trips made by a sustainable mode
  - The proportion of residents making at least five journeys by cycling or walking weekly
  - Number of serious or fatal walking or cycling casualties divided by the number of those who walk and cycle per day (using 3- year averages)
  - Car ownership rates.
- 5.1.5 **Figure 5-1** shows the Healthy Streets ranking for all boroughs for 2024 which shows that Lewisham ranks 15<sup>th</sup> overall and is the lowest scoring inner London Borough.



Dark blue: Outer London boroughs, light blue: Inner London boroughs.  
 Scores factored to 10, rather than total indicators (8 in 2019, 9 in 2020, 2021 & 2022, 10 in 2023 & 2024), with School Provision indicator not present in 2019 and included from 2020 onwards and Bus Priority included from 2023 onwards.

Road Collision Casualty indicator separated into Pedestrian and Cyclist casualty rates in 2021 (2019 and 2020 scores adjusted to 2021 split Casualty indicator).

Chart: London Boroughs Healthy Streets Scorecard - Created with Datawrapper

Figure 5-1: Healthy Streets scorecard, 2024

## 5.2 Proposed Active Travel Targets

- 5.2.1 Setting targets for active travel is crucial to help achieve the vision for active travel in Lewisham by promoting healthier lifestyles, reducing pollution, and easing congestion.

By establishing clear goals, we can effectively measure progress. The proposed targets are shown in Table 5-2.

Table 5-2: Active Travel Strategy Targets

Target	Existing score	Target
Reduce legal footway parking by 50% by 2030	104.4km	52.2km
Deliver 20km of new or upgraded active travel routes by 2030	N/A	20km
All schools to have a school street or other new safety measure by 2030	45 school streets in 2022	All (98) schools with a school street or new safety measure
Increase the number of secure cycle parking (cycle hangars) to 500 by 2030	155 in May 2023	500
Deliver 4 new Healthy Neighbourhoods by 2030	N/A	4
50% of Lewisham schools will achieve a TfL Travel for Life (formerly STARS) accreditation, with 20% of those achieving a minimum of 'silver' by 2030	8% with an accreditation 7% with a minimum of silver	50% with accreditation 20% silver or above
81% of trips to be by taken by sustainable modes in the Borough by 2041	78% in 2022/23	81%
71% of the population to be within 400m of the strategic cycling network by 2041	15%	71%
Double the number of cycling journeys by 2030	15,509 trips per day (2.7% cycling mode share 2022/23)	31,018 trips per day
Double the number of walking journeys by 2030	249,864 trips per day (44% walking mode share 2022/23)	499,728 trips per day
Move into the top 10 London boroughs on the Healthy Streets scorecard by 2030	15	10

# 6 IDENTIFICATION OF NEW ACTIVE TRAVEL CORRIDORS

## 6.1 Aim

- 6.1.1 Our overarching aim is to identify new active travel corridors which can be further developed and implemented over the next 7-10 years.

## 6.2 Initial Corridor Identification

- 6.2.1 Engagement was carried out with a variety of stakeholders at Lewisham Council offices in order to gather information which formed the basis for new walking and cycle corridors in the Borough.
- 6.2.2 Existing active travel corridors were mapped and discussed with the participants in order to develop an initial list of corridors to be considered and examined further.
- 6.2.3 Key destinations including schools, hospitals, railway stations, local amenities (such as parks, leisure centres and libraries) and key shopping areas were identified and the corridors outlined at the stakeholder workshops. Corridors were developed based on their proximity and usefulness to access those key destinations. Additions and amendments were made where necessary to achieve feasible and useful corridors split across the Borough. In total 36 corridors were identified at this stage.
- 6.2.4 The potential for Healthy Neighbourhoods has been considered in the route identification and the proposals along each corridor. Healthy Neighbourhoods can create active travel routes such as quietways and quiet mixed traffic streets (as per LTN 1/20). An active travel route can be created on a road that is part of a Healthy Neighbourhood or on a boundary road, with the level of implementation defined by the future volume, speed and composition of traffic on the road in question.
- 6.2.5 Following this initial corridor identification work, a sifting exercise took place to identify 21 corridors which could be further analysed and ranked in order of priority.
- 6.2.6 The remaining corridors, currently ranked at a lower priority will be considered, analysed and delivered in the future following the delivery of those higher ranked corridors.

## 6.3 Corridor Sifting

- 6.3.1 The initial 36 corridors identified were ranked taking into account how many residents (and particularly primary school aged children) reside close to the corridor as well as the recorded levels of deprivation by household. Following this the length of the route was included in the sifting process, as longer routes provide connections with a greater number of key destinations, better links with the existing active travel network and allow for a more ambitious strategy that has a greater chance of encouraging people to use active travel modes. An even coverage of corridors across the Borough was also sought.
- 6.3.2 Public Transport Accessibility Level (PTAL) is a measure of access to public transport across London. Each area is given a score between 0 and 6 based on the number and frequency of public transport services that can be accessed by a short walk. This measure was not used in this process as an argument could be made to focus on areas with either high or low PTAL ratings.
- 6.3.3 TfL's Cycling Transport Accessibility Level (CTAL) gives a measure of the number of rail and underground stations within a 5 minute cycle across London. The methodology used in this strategy builds on CTAL but adds in access to popular destinations as well as the number of residents who will be impacted.
- 6.3.4 Table 6-1 shows the scoring and metrics used for all of the 36 corridors to identify the top 21 for further analysis. In order to maintain an even geographical spread of active travel corridors across the Borough it should be noted that corridor 15 was deprioritised as it is parallel to corridor 17 and corridor 23 was also deprioritised as it was parallel to corridor 21. Corridor 6 was included as it provides a north-south corridor to the east of the Borough and corridor 27 was included as it provides an east-west corridor in the north east of the Borough.

Table 6-1: Sifting data and results

No	Corridor Description	Corridor length	Household deprivation	Residents residing nearby	Primary aged children	Overall rank
1	Lewisham Spine	2	8	2	21	4
2	New Cross to Blackheath	9	19	7	19	12
3	Hatcham Park Road	26	13	20	6	14
4	Deptford to Brockley	21	21	17	7	15
5	Surrey Quays to Crofton Park	13	22	10	27	18
6	Grove Park to Blackheath	11	30	12	26	24
7	Elverson Road to Blackheath	18	23	26	29	28
8	Upper Brockley Road	23	25	18	12	23
9	New Cross to Sydenham	4	15	3	20	7
10	Sydenham to Grove Park	3	9	1	10	1
11	Brocklehurst Street	29	24	29	14	28
15	Catford to Forest Hill	12	4	9	18	8
16	Deptford to Ladywell	22	26	22	17	27
17	Forest Hill to Catford	10	7	6	9	3
18	Crofton to Lower Sydenham	5	11	8	16	5
19	Sydenham to Honor Oak Park	6	28	11	28	20
20	Lee to Grove Park	1	20	5	30	13
21	Bellingham	15	16	14	2	10
22	Hither Green	8	12	4	3	2
23	Lower Sydenham to Hither Green	7	3	16	24	11
24	Cold Blow Lane	32	14	30	1	22
25	Forest Hill to Sydenham	17	5	21	23	15
26	Lee Park	30	27	31	22	31
27	Lee High Road	25	6	23	15	17
28	Ladywell to Catford	24	2	28	25	24
29	Hither Green to Catford A	28	18	25	13	26
30	Hither Green to Catford B	27	17	24	8	21
31	Hither Green to Catford C	14	1	15	11	6
33	C21 Elverson Rd to Catford via Ladywell	19	31	27	31	30
35	Crofton Park to Ladywell	20	29	19	4	18
36	Catford to Ladywell	16	10	13	5	9

6.3.5 Table 6-2 shows the final 21 corridors which have been assessed following the initial sifting process.

Table 6-2: 21 Prioritised Active Travel Corridors

Corridor Number	Corridor description
1	Lewisham Spine (Deptford Church Street and Bromley Road)
2	New Cross to Blackheath
3	Hatcham Park Road
4	Deptford to Brockley
5	Surrey Quays to Crofton Park
6	Grove Park to Blackheath
7	Elverson Road to Blackheath
9	New Cross to Sydenham
10	Sydenham to Grove Park
17	Forest Hill to Catford
18	Crofton to Lower Sydenham
19	Honor Oak Park to Sydenham
20	Lee to Grove Park
21	Bellingham
22	Hither Green
24	Cold Blow Lane
27	Lee High Road
30	Hither Green to Catford B
31	Hither Green to Catford C
35	Crofton Park to Ladywell
36	Catford to Lee

6.3.6 Figure 6-1 shows the shortlisted 21 corridors across the Borough for further study following the sifting process. Full maps of the 21 corridors as well as the 15 corridors that were removed following the sifting process are contained in Appendix A. A map showing all of the corridors differentiated by their priority is also shown in Appendix A.



Figure 6-1: Prioritised active travel corridors for further analysis

6.3.7 In order to demonstrate how accessibility will be improved if all of these 21 corridors are introduced, Figure 6-2 includes isochrones of 400m utilising all roads and footways for all existing and proposed active travel corridors. This demonstrates that this strategy will deliver a high level of coverage throughout the Borough and is significantly above the 40% target set in TfL's Cycling Action Plan.

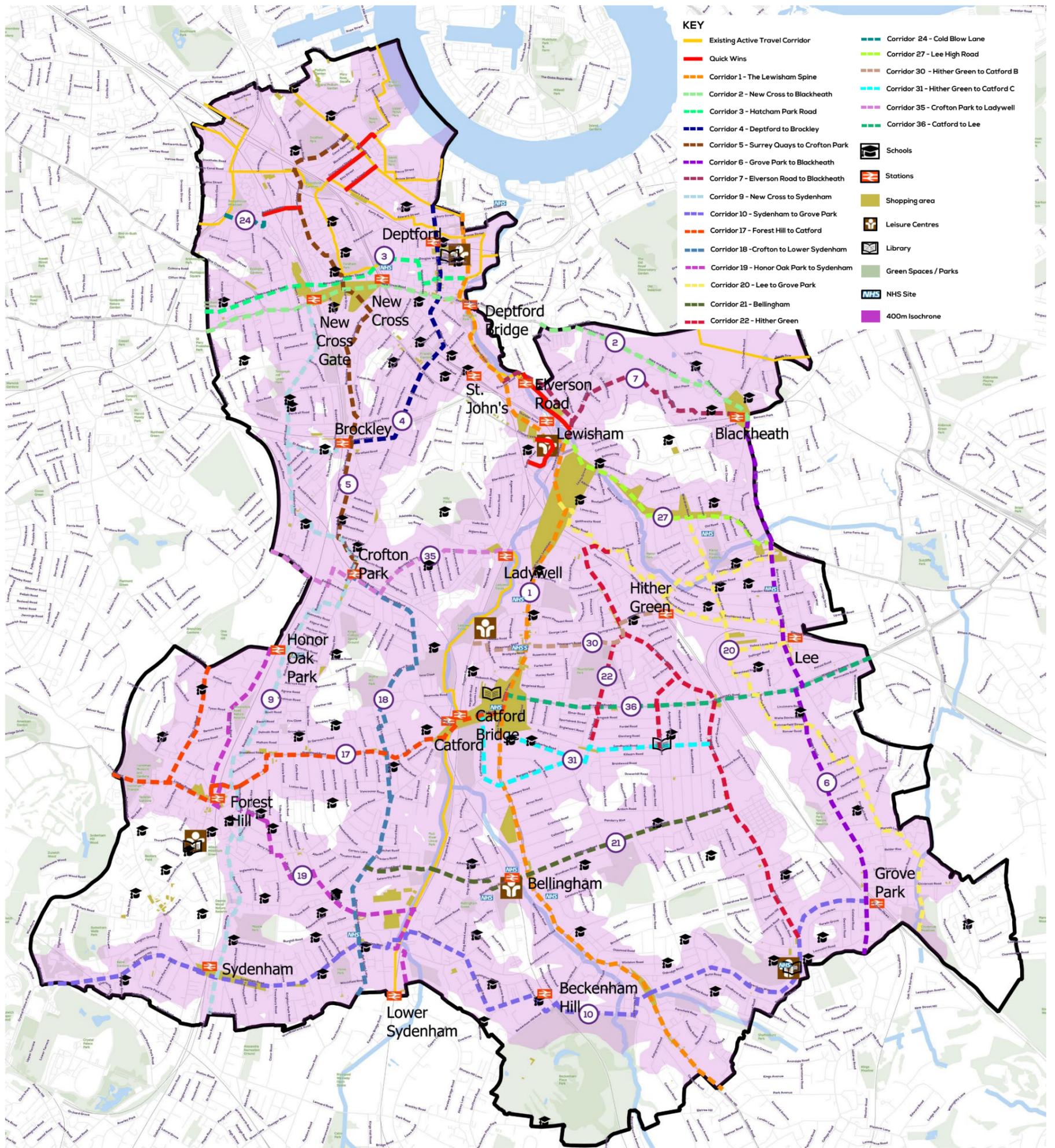


Figure 6-2: Prioritised and existing corridors with 400m accessibility isochrones

# 7 DEVELOPMENT AND RANKING OF ACTIVE TRAVEL CORRIDORS

7.1.1 A prioritisation process is necessary for expanding the active travel network and this is always constrained by financial and human resources. A comprehensive and data led assessment methodology was utilised to rank the 21 identified corridors in order of priority for funding and delivery.

## 7.2 Development of Corridors

7.2.1 The following methodology was followed for each corridor individually to identify what the corridors might consist of and enable these to be scored:

- Each corridor was split into sections based on similar characteristics
- TfL's Cycle Route Quality Criteria Tool was utilised to identify the type of intervention required to meet current guidance on cycle facilities. This utilises traffic count and speed data where this information is held. Where there was no data, then an estimation was made based on the road type. Safety is a key part of this tool; traffic volumes, space for cyclists, traffic speeds, turning risk to cyclists at junctions and HGV volumes were all assessed here.
- A Red-Amber-Green (RAG) status was assigned to pedestrian conditions. This was based on footway widths and estimated pedestrian flow data for the footway location (i.e. residential, minor shopping streets, major shopping streets, station interchanges etc.)
- These two data sets were reviewed by experienced engineers against carriageway and footway widths to identify the type of potential intervention that were suitable and feasible for each link (i.e. fully segregated, traffic reduction, footway widening, junction improvements, new crossing points etc).

## 7.3 Corridor Scoring

7.3.1 Once the active travel corridors were identified, the following scoring methodology was utilised:

- DfT's Local Cycling and Walking Infrastructure Plan (LCWIP) Cycle Route Selection Tool were utilised to provide existing and proposed scores for cycling. This includes assessments for safety and comfort.
  - DfT's LCWIP Walking Route Audit Tool was utilised to provide existing and proposed scores for walking. This tool assesses the current conditions and suitability of a walking route. This includes attractiveness, comfort, directness, safety and coherence. It is then used to assess the proposed conditions and a comparison is made to show an improved score.
  - High level cost estimates were produced for each corridor based on previous similar schemes. These include estimates for the cost of Lewisham staff, design and the physical construction of the schemes.
-

- 400m walking and cycling isochrones were produced to estimate the number of residents each corridor will impact (the Mayor’s Transport Strategy sets out the ambition that 70% of Londoners will live within 400 metres of the London-wide cycle network by 2041). The proportion of these residents that are deprived based on the “household deprivation variable” from the latest census data were identified. Those corridors with a higher number of residents affected were prioritised. Similarly, those with a higher number of households described as deprived were also prioritised.
- NRP developed an innovative evidence based methodology to model the impact that proposed active travel schemes had on residents’ ability to access key destinations in the Borough utilising active travel. The ability for residents to access key destinations in the Borough (stations, schools etc) was modelled with and without each individual scheme in place. This gave a number of resident journeys potentially impacted by each scheme.
- An assessment of the alignment of each corridor with TfL’s Strategic Cycling Analysis (SCA) (2022) was undertaken.
- A risk to delivery was assigned to each scheme on a scale from 1-10 based on known project risks.
- A weighting was agreed with Lewisham Officers and Councillors for each scoring metric based on the Borough’s priorities and ambitions and factors that would enable attracting external investment.
- It must be noted that safety as a metric was used throughout the corridor scoring process (and as outlined above). However, any corridor that is progressed through design stages will be designed to be safe for use by all.

7.3.2 The result of this analysis are included in Table 7-1 for Walking and Table 7-2 for Cycling.

Table 7-1: Corridor Scoring – Walking

No	Corridor Name	Corridor Length (m)	Walking Route Audit Tool		Active Travel Modelling						Costs			Risk		Total Score	Overall Rank
			Total Score Increase	Rank	Cost per resident benefitted	Rank	Number of resident journeys improved	Rank	Total deprived households benefitted	Rank	Total estimated cost	Cost per m	Rank	Risk level (1-10)*	Rank		
			25.0%		17.5%		17.5%		20.0%		10.0%		10.0%				
1	Lewisham Spine	7,930	18.2	10	£664	20	19,310	1	14,644	3	£18,000,000	£2,270	16	10	18	10.18	8
2	New Cross to Blackheath	4,690	17.2	12	£567	16	6,964	11	9,695	7	£11,000,000	£2,345	17	9	15	12.33	14
3	Hatcham Park Road	2,003	23.8	5	£562	15	7,297	9	5,675	16	£5,500,000	£2,746	20	10	18	12.45	16
4	Deptford to Brockley	2,354	15.1	15	£345	9	3,635	14	6,032	15	£4,000,000	£1,699	13	6	4	12.48	17
5	Surrey Quays to Crofton Park	4,400	19.8	9	£389	12	7,186	10	8,014	9	£6,000,000	£1,364	8	9	15	10.20	9
6	Grove Park to Blackheath	2,126	30.6	1	£378	11	7,883	6	6,225	14	£5,000,000	£2,352	18	10	18	9.63	6
7	Elverson Road to Blackheath	3,140	11.1	18	£642	19	2,744	18	3,223	20	£4,500,000	£1,433	9	6	4	16.28	21
9	New Cross to Sydenham	6,763	10.2	19	£319	8	9,230	4	11,752	5	£7,500,000	£1,109	7	3	1	8.65	5
10	Sydenham to Grove Park	7,889	0.2	21	£584	17	12,872	2	15,897	2	£16,000,000	£2,028	15	7	12	11.68	12
17	Forest Hill to Lee	7,641	15.1	15	£421	13	7,455	8	16,355	1	£13,500,000	£1,767	14	10	18	10.83	11
18	Crofton to Lower Sydenham	3,906	30.6	1	£212	3	5,466	12	9,245	8	£4,000,000	£1,024	5	7	12	6.18	2
19	Honor Oak Park to Sydenham	4,487	16.7	13	£462	14	9,411	3	6,479	13	£6,500,000	£1,449	10	6	4	10.23	10
20	Lee to Grove Park	8,226	30.2	3	£348	10	9,072	5	10,557	6	£7,500,000	£912	3	6	4	5.28	1
21	Bellingham	3,273	15.3	14	£283	6	4,701	13	6,919	11	£3,500,000	£1,069	6	3	1	9.73	7
22	Hither Green	3,273	22.6	7	£244	4	7,830	7	12,148	4	£5,500,000	£1,680	12	7	12	6.88	3
24	Cold Blow Lane	638	14.9	17	£117	1	645	21	2,695	21	£500,000	£784	2	6	4	12.90	18
27	Lee High Road	2,010	23.4	6	£604	18	3,307	15	4,552	18	£5,500,000	£2,736	19	9	15	14.28	20
30	Hither Green to Catford B	1,645	21.1	8	£295	7	1,139	19	4,405	19	£2,500,000	£1,520	11	6	4	11.85	13
31	Hither Green to Catford C	3,060	27	4	£248	5	3,139	17	6,526	12	£3,000,000	£980	4	6	4	8.05	4
35	Crofton Park to Ladywell	2,267	6.5	20	£152	2	1,139	20	4,639	17	£1,500,000	£662	1	3	1	12.45	15
36	Catford to Lee	2,990	17.6	11	£722	21	3,139	16	7,110	10	£9,500,000	£3,177	21	6	4	13.73	19

Table 7-2: Corridor Scoring – Cycling  
(table continues on next page)

No	Corridor Name	Corridor Length (m)	Alignment with TfL SCA				Route Selection Tool				Active Travel Modelling					
			Alignment	Top / High / Medium	SCA score	Rank	Change in Safety Score	Change in Comfort Score	Total Score Increase	Rank	Cost per resident benefitted	Rank	Number of resident journeys improved	Rank	Total deprived households benefitted	Rank
1	Lewisham Spine	7,930	Slight alignment	Medium	1	9	3.38	3.77	7.15	4	£664	20	19,310	1	14,644	3
2	New Cross to Blackheath	4,690	Slight alignment	Top	3	4	2.92	2.74	5.66	8	£567	16	6,964	11	9,695	7
3	Hatcham Park Road	2,003	Strong alignment	Top	6	1	0.82	1.21	2.03	17	£562	15	7,297	9	5,675	16
4	Deptford to Brockley	2,354	Slight alignment	Medium	1	9	1	1.02	2.02	18	£345	9	3,635	14	6,032	15
5	Surrey Quays to Crofton Park	4,400	Slight alignment	Medium	1	9	2	3.26	5.26	9	£389	12	7,186	10	8,014	9
6	Grove Park to Blackheath	2,126	Slight alignment	Medium	1	9	3.31	3.89	7.2	3	£378	11	7,883	6	6,225	14
7	Elverson Road to Blackheath	3,140	No alignment	No alignment	0	16	1.67	0.96	2.63	16	£642	19	2,744	18	3,223	20
9	New Cross to Sydenham	6,763	Slight alignment	High	2	5	0.17	0.26	0.43	21	£319	8	9,230	4	11,752	5
10	Sydenham to Grove Park	7,889	No alignment	No alignment	0	16	2.95	3.205	6.155	6	£584	17	12,872	2	15,897	2
17	Forest Hill to Lee	7,641	Strong alignment	High	4	2	3.44	4.2	7.64	2	£421	13	7,455	8	16,355	1
18	Crofton to Lower Sydenham	3,906	No alignment	No alignment	0	16	1.41	1.76	3.17	14	£212	3	5,466	12	9,245	8
19	Honor Oak Park to Sydenham	4,487	Slight alignment	High	2	5	2.28	0.57	2.85	15	£462	14	9,411	3	6,479	13
20	Lee to Grove Park	8,226	Slight alignment	Medium	1	9	0.76	0.43	1.19	19	£348	10	9,072	5	10,557	6
21	Bellingham	3,273	No alignment	No alignment	0	16	0.12	0.62	0.74	20	£283	6	4,701	13	6,919	11
22	Hither Green	3,273	Slight alignment	Medium	1	9	2.58	3.36	5.94	7	£244	4	7,830	7	12,148	4
24	Cold Blow Lane	638	No alignment	No alignment	0	16	0.99	3.98	4.97	10	£117	1	645	21	2,695	21
27	Lee High Road	2,010	Strong alignment	High	4	2	4	4	8	1	£604	18	3,307	15	4,552	18
30	Hither Green to Catford B	1,645	No alignment	No alignment	0	16	1.83	2.31	4.14	11	£295	7	1,139	19	4,405	19
31	Hither Green to Catford C	3,060	Slight alignment	Medium	1	9	0.52	2.65	3.17	13	£248	5	3,139	17	6,526	12
35	Crofton Park to Ladywell	2,267	Slight alignment	High	2	5	0.98	2.71	3.69	12	£152	2	1,139	20	4,639	17
36	Catford to Lee	2,990	Strong alignment	Medium	2	5	3.23	3.77	7	5	£722	21	3,139	16	7,110	10

Table 7.2: Corridor Scoring – Cycling  
(continued from previous page)

No	Corridor Name	Corridor Length (m)	Costs			Risk		Total Score	Overall Rank
			Total estimated cost	Cost Per m	Rank	Risk level (1-10)*	Criteria Points		
			10.0%			10%			
1	Lewisham Spine	7,930	£18,000,000	£2,270	16	10	18	9.33	7
2	New Cross to Blackheath	4,690	£11,000,000	£2,345	17	9	15	9.83	9
3	Hatcham Park Road	2,003	£5,500,000	£2,746	20	10	18	12.00	18
4	Deptford to Brockley	2,354	£4,000,000	£1,699	13	6	4	11.78	17
5	Surrey Quays to Crofton Park	4,400	£6,000,000	£1,364	8	9	15	10.00	10
6	Grove Park to Blackheath	2,126	£5,000,000	£2,352	18	10	18	10.53	12
7	Elverson Road to Blackheath	3,140	£4,500,000	£1,433	9	6	4	15.33	21
9	New Cross to Sydenham	6,763	£7,500,000	£1,109	7	3	1	7.45	2
10	Sydenham to Grove Park	7,889	£16,000,000	£2,028	15	7	12	10.28	11
17	Forest Hill to Lee	7,641	£13,500,000	£1,767	14	10	18	6.78	1
18	Crofton to Lower Sydenham	3,906	£4,000,000	£1,024	5	7	12	10.88	14
19	Honor Oak Park to Sydenham	4,487	£6,500,000	£1,449	10	6	4	8.98	6
20	Lee to Grove Park	8,226	£7,500,000	£912	3	6	4	8.58	5
21	Bellingham	3,273	£3,500,000	£1,069	6	3	1	11.73	16
22	Hither Green	3,273	£5,500,000	£1,680	12	7	12	7.68	3
24	Cold Blow Lane	638	£500,000	£784	2	6	4	12.00	18
27	Lee High Road	2,010	£5,500,000	£2,736	19	9	15	10.88	14
30	Hither Green to Catford B	1,645	£2,500,000	£1,520	11	6	4	13.25	20
31	Hither Green to Catford C	3,060	£3,000,000	£ 980	4	6	4	9.55	8
35	Crofton Park to Ladywell	2,267	£1,500,000	£662	1	3	1	8.55	4
36	Catford to Lee	2,990	£9,500,000	£3,177	21	6	4	10.63	13

## 7.4 Final Prioritisation

7.4.1 The final cycle ranking and walking ranking of all 20 corridors are included in Table 7-3 and were ranked according to the combined cycling and walking score.

Table 7-3: Final Corridor Ranking

No	Corridor Name	Cycle Ranking	Walking Ranking	Combined Ranking
20	Lee to Grove Park	5	1	1
22	Hither Green	3	3	2
9	New Cross to Sydenham	2	5	3
18	Crofton to Lower Sydenham	14	2	4
31	Hither Green to Catford C	8	4	5
17	Forest Hill to Lee	1	11	5
19	Honor Oak Park to Sydenham	6	10	7
1	Lewisham Spine	7	8	8
6	Grove Park to Blackheath	12	6	9
5	Surrey Quays to Crofton Park	10	9	10
35	Crofton Park to Ladywell	4	15	11
21	Bellingham	16	7	12
10	Sydenham to Grove Park	11	12	13
2	New Cross to Blackheath	9	14	14
4	Deptford to Brockley	17	17	15
36	Catford to Lee	13	19	16
3	Hatcham Park Road	18	16	17
24	Cold Blow Lane	18	18	18
30	Hither Green to Catford B	20	13	19
27	Lee High Road	14	20	20
7	Elverson Road to Blackheath	21	21	21

## 7.5 Lower Priority Corridors

- 7.5.1 Those active travel corridors which were not been prioritised at this stage can still be progressed once delivery of the priority corridors has been achieved.
- 7.5.2 Those corridors that were prioritised against those which are of a lower priority at this stage were mapped – this map is included in Appendix A.

## 7.6 Quick Wins

- 7.6.1 Through the process of corridor identification, we identified several locations where measures can be introduced with limited construction required in order to achieve a 'quick win' to improve conditions for those walking and cycling. Table 7-4 summarises these locations and suggestions for 'quick win' improvements to walking and cycling conditions.

Table 7-4: Quick win measures to improve walking and cycling conditions

Location	Quick win measures
<p>Dragoon Road (between Evelyn Street and Grove Street)</p>	<p>Footway widening and decluttering on Dragoon Road. Potential to restrict parking to widen footway. Potential to provide crossing over Evelyn Street main carriageway to link with E/W desire line and provide dropped kerbs and tactiles at Grove St/ Dragoon Rd junction.</p> <p>Improved cycle legibility to Cycleway 4 on Evelyn Street and signposting of shared space at entrance to Dragoon Road. Potential for new parallel crossing over Grove Street.</p>
<p>Cold Blow Lane (between Mercury Way Sanford Walk)</p>	<p>Pedestrianisation on this section to improve safety for pedestrians and cyclists. Longer term the public realm and lighting could be improved.</p>
<p>Gosterwood St</p>	<p>Footway widening to address pinch points – might require the removal of some on street parking.</p> <p>Provide suitable pedestrian crossings (dropped kerb and tactile paving) at junction with Alverton Street.</p> <p>Provide continuous footway over private garage access. Install missing shared space tactile paving at toucan crossing over Evelyn Street.</p>
<p>Rolt St (from Childers St to Evelyn St)</p>	<p>Install missing shared space tactile paving at toucan crossing on Evelyn Street. Add parking restrictions at junction with Evelyn Street to stop vehicles parking on crossing.</p> <p>Footway widening to address pinch points – might require the removal of some on street parking.</p> <p>Provide suitable pedestrian crossings (dropped kerb and tactile paving) at junction with Pilot Close.</p> <p>Introduction of missing wayfinding linking eastern end of Rolt Street to Evelyn St.</p>
<p>Silk Mills path and passageway</p>	<p>Possible bollard removal and relocation of poorly located lamp columns. Introduction of missing wayfinding.</p> <p>Improve connection to/from Lewisham Road.</p>
<p>Waterway Avenue / Smead Way</p>	<p>Consider bollard removal, and installation of missing tactile paving. Introduction of wayfinding.</p> <p>Replacement of existing traffic calming with sinusoidal traffic calming.</p>

7.6.2 The locations of the quick wins are highlighted in the maps contained in Appendix A.

# 8 CONCLUSION AND RECOMMENDATIONS

## 8.1 Summary and Conclusions

8.1.1 In summary, a data led approach was undertaken to identify and prioritise new active travel corridors for further study and delivery over the next 7-10 years.

8.1.2 A detailed investigation of previously identified schemes, existing network conditions and key trip generators/attractors along with stakeholder workshops identified 36 potential new active travel corridors .

8.1.3 These 36 corridors were reduced to 21 for further study, through the use of the following data:

- How many residents (and particularly primary school aged) reside close to the corridor
- Deprivation data.

8.1.4 The 21 corridors were studied in further detail and the types of schemes that would be required to bring these up to national standards were identified.

8.1.5 It must be noted that improvements to the active travel corridors will improve or provide crossings across the corridor as well as following the direction of the corridor. This is particularly important for those corridors that carry large volumes of traffic and create severance.

8.1.6 A comprehensive scoring methodology was developed in order to provide a prioritisation of the corridors, this scoring methodology included:

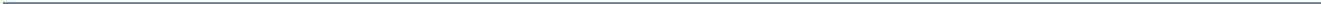
- DfT's Local Cycling and Walking Infrastructure Plan (LCWIP) Cycle Route Selection Tool providing existing and proposed scores for cycling.
- DfT's LCWIP Walking Route Audit Tool providing existing and proposed scores for walking.
- High level cost estimates.
- An estimate of the number of residents each corridor will impact, based on 400m isochrones (a target in TfL's Cycling Action Plan).
- Proportion of residents impacted that are deprived based on the "household deprivation variable" from the latest census data.
- The impact each scheme would have on residents' ability to access key destinations in the Borough utilising active travel.
- An assessment of the alignment of each corridor based on TfL's Strategic Cycling Analysis.
- Risk to delivery.
- A weighting was agreed with Lewisham Officers and Councillors for each scoring metric based on the Borough's priorities and ambitions.

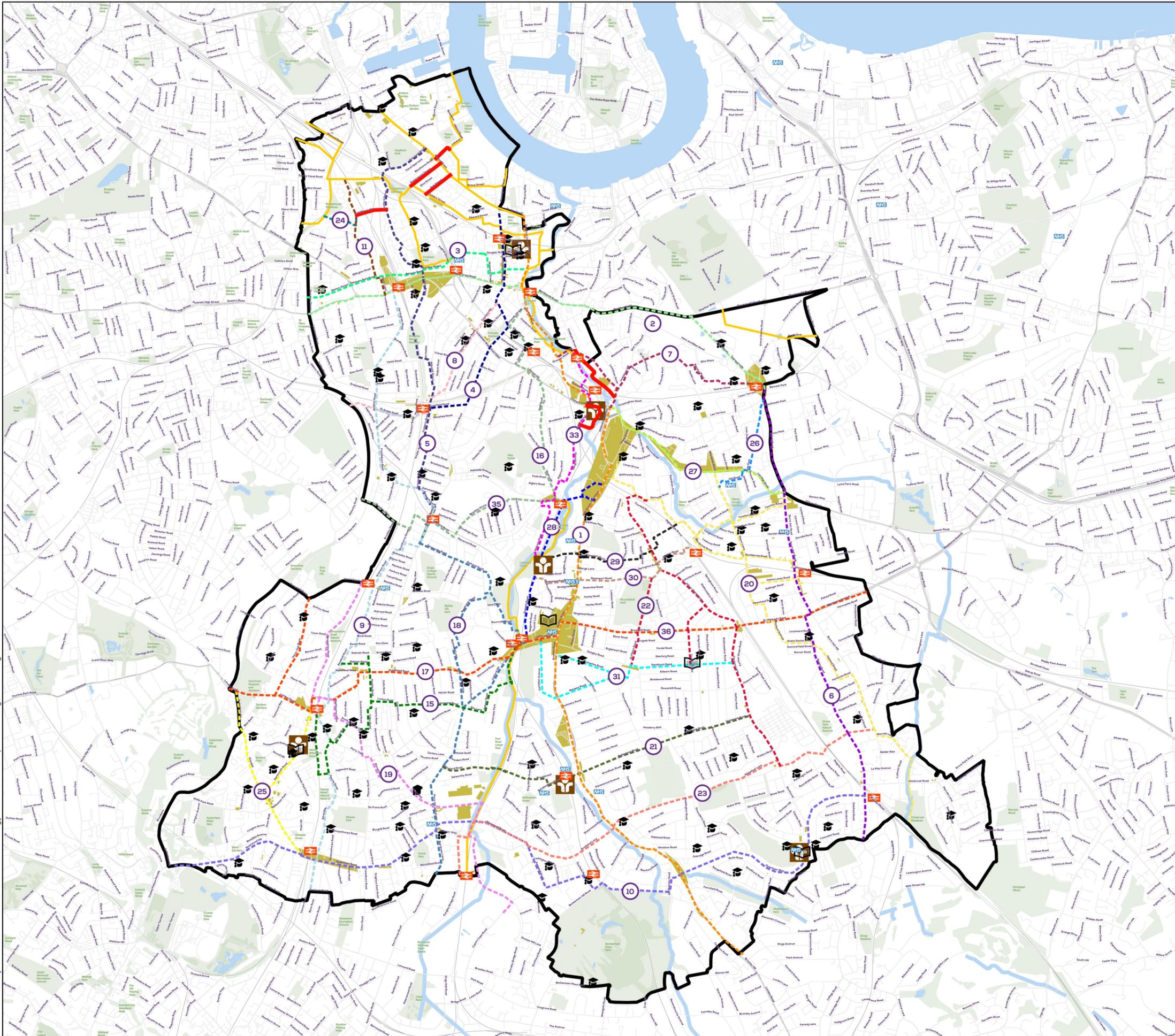
## 8.2 Recommendations

8.2.1 It is recommended that the next steps include:

- An engaging and locally relevant communications campaign to promote the Active Travel Strategy and in particular a mode shift to active travel. This could include a focus on health benefits, cost savings and environmental benefits. The campaign could include:
  - Events such as car free days.
  - Lewisham cycle rides.
  - School and workplace challenges.
  - Pop up active travel hubs including safety tips, travel advice and cycle checks in high footfall areas.
- Feasibility work for each corridor to be undertaken. This would include further data collection and analysis of the preferred alignment as well as initial design proposals.
- Consultation and engagement on each corridor as they are developed.

# APPENDIX A: MAPS OF CORRIDORS IDENTIFIED





**KEY**

Existing Active Travel Corridor	Corridor 19 - Honor Oak Park to Sydenham	Schools
Quick Wins	Corridor 20 - Lee to Grove Park	Stations
Corridor 1 - The Lewisham Spine	Corridor 21 - Bellingham	Shopping area
Corridor 2 - New Cross to Blackheath	Corridor 22 - Hither Green	Leisure Centres
Corridor 3 - Hatcham Park Road	Corridor 23 - Lower Sydenham to Hither Green	Library
Corridor 4 - Deptford to Brockley	Corridor 24 - Cold Blow Lane	Green Space/Parks
Corridor 5 - Surrey Quays to Crofton Park	Corridor 25 - Forest Hill to Sydenham	NHS Site
Corridor 6 - Grove Park to Blackheath	Corridor 26 - Lee Park	
Corridor 7 - Elverson Road to Blackheath	Corridor 27 - Lee High Road	
Corridor 8 - Upper Brockley Road	Corridor 28 - Ladywell to Catford	
Corridor 9 - New Cross to Sydenham	Corridor 29 - Hither Green to Catford A	
Corridor 10 - Sydenham to Grove Park	Corridor 30 - Hither Green to Catford B	
Corridor 11 - Brocklehurst Street	Corridor 31 - Hither Green to Catford C	
Corridor 15 - Catford to Forest Hill	Corridor 33 - C21 Elverson Road to Catford via Ladywell	
Corridor 16 - Deptford to Ladywell	Corridor 35 - Crofton Park to Ladywell	
Corridor 17 - Forest Hill to Catford	Corridor 36 - Catford to Lee	
Corridor 18 - Crofton to Lower Sydenham		

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REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS

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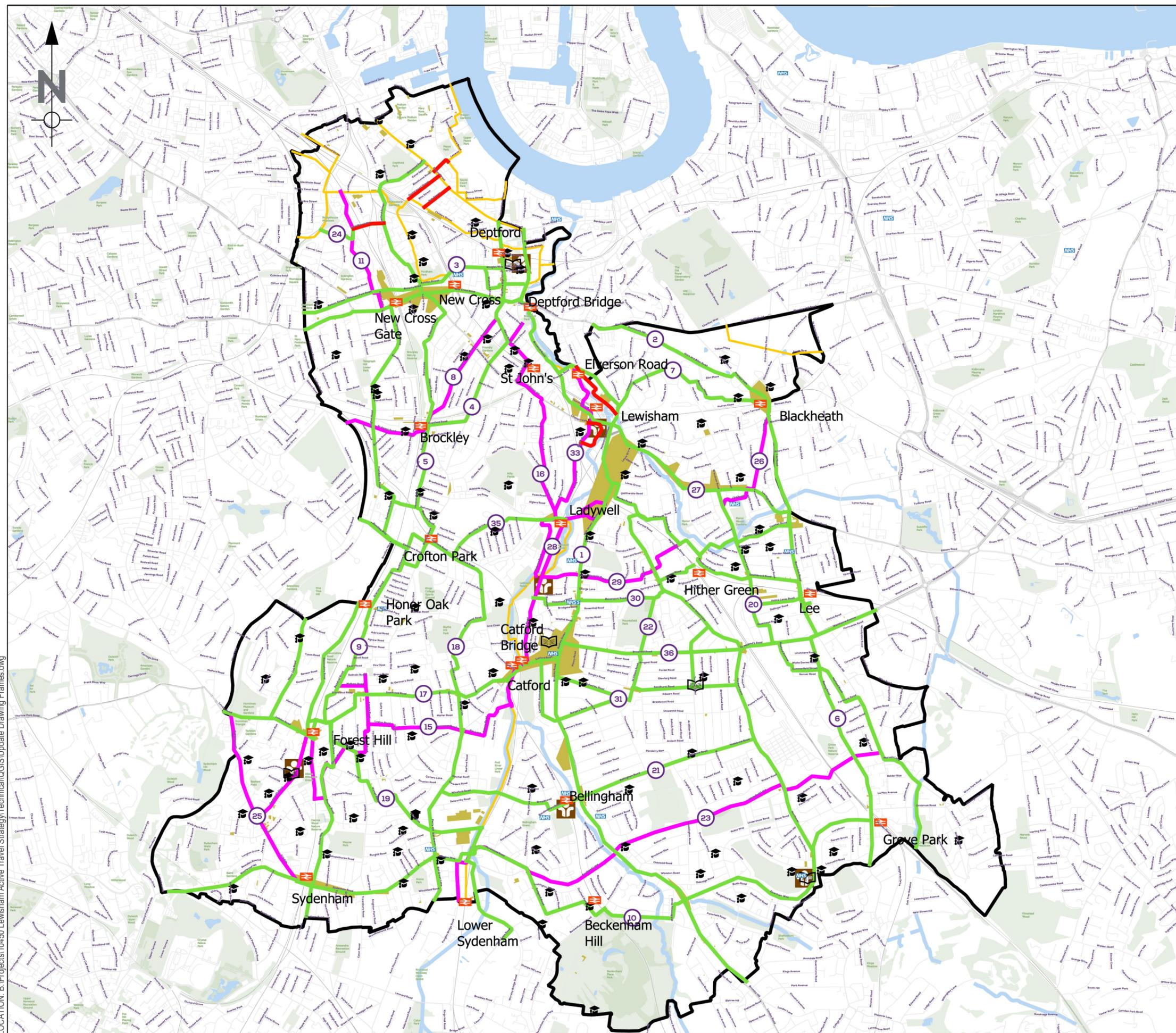
PROJECT  
 Lewisham Active Travel Strategy

DRAWN JK	DESIGNED JK	REVIEWED LK	DATE 26.02.25	APPROVED DW	DATE 26.02.25
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TITLE  
 PROPOSED ACTIVE TRAVEL CORRIDORS

SCALE NTS	DRAWING No 10450-NRP-GIS-SK-102	REV 2.0
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LOGIN NAME: JACK KINDER  
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**KEY**

Existing Active Travel Corridor	Shopping area
Quick Wins	Leisure Centres
Prioritised Corridors	Library
Low Priority Corridors	Green Space / Parks
Schools	NHS Site
Stations	

REV	DATE	DRAWN	REV'D	APP'D	NOTES

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 Lewisham Active Travel Strategy

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TITLE  
 PROPOSED ACTIVE TRAVEL CORRIDORS  
 PRIORITY AND LOW PRIORITY

SCALE NTS	DRAWING No 10450-NRP-GIS-SK-122	REV 10
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London Borough of Lewisham

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