KEY DECISION

Mayor and Cabinet

Report title: 2026/27 Strategic Transport and Highways Capital Programme

Date: 9 September 2026

Key decision: Yes

Class: Part 1

Ward(s) affected: All wards

Contributors: Darren Gotch, Engineering Manager; Geoff Tice, Asset Network Manager

Outline and recommendations

The purpose of this report is to summarise the capital programme that will be delivered by Strategic Transport and Highways in 2026/27, including the projects and projects stages that this will consist of.

It is recommended that the Mayor and Cabinet:

- Agree to deliver the projects, project stages, and maintenance operations which form the 2026/27 capital programme as detailed within this report, subject to any required additional approvals.
- Agree that any traffic management orders required for implementation be delegated to the Director of Public Realm for approval, in consultation with the Director of Law & Corporate Governance.

Timeline of engagement and decision-making

6 February 2019: Mayor and Cabinet – Draft Transport Strategy and Local Implementation Plan 2019-2041

12 February 2020: Mayor and Cabinet – State of the Highways Infrastructure and Update on Asset Management Strategy

12 March 2025: Mayor and Cabinet – Neighbourhood Community Infrastructure Levy (NCIL) Funding Programme

9 July 2025: Mayor and Cabinet – 2025/26 Strategic Transport and Highways Capital Programme

11 February 2026: Mayor and Cabinet – 2026/27 Budget Report

1. Summary

1.1. This report provides details of the capital programme that will be delivered by Strategic Transport and Highways in 2026/27.

1.2. This includes the projects and projects stages that the capital programme will consist of.

1.3. A primary objective of the 2026/27 programme is to improve road safety and support the Council's commitment to reducing road danger. The programme includes targeted interventions at locations with identified safety concerns, expansion of school streets, borough wide road danger reduction measures, safer walking and cycling routes, and maintenance works that help keep the highway network safe and accessible.

1.4. Road safety is a key driver of the programme. Investment is targeted at reducing the risk of collisions and serious injuries, improving safety around schools, making walking and cycling routes more attractive and safer, and ensuring that highways assets are maintained in a condition that supports safe movement for all users

1.5. The programme will be delivered through various funding sources, including but not limited to the:

- Transport for London (TfL) 2026/27 Local Implementation Plan (LIP)
- Highways and Bridges 2026/27 Capital Programme
- Department for Transport (DfT) Local Highway Maintenance Capital Funding 2026-2030
- Section 106 contributions
- Neighbourhood Community Infrastructure Levy (NCIL)

1.6. Key outcomes of the programme

- Improved road safety and reduced road danger
- Better walking, wheeling and cycling environments

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- Increased public transport reliability
- Improved highway asset condition
- Reduced transport emissions

2. Recommendations

2.1. It is recommended that the Mayor and Cabinet:

- Agree to deliver the projects, project stages, and maintenance operations which form the 2026/27 capital programme as detailed within this report, subject to any required additional approvals.
- Agree that any traffic management orders required for implementation be delegated to the Director of Public Realm for approval, in consultation with the Director of Law & Corporate Governance.

3. Policy Context

3.1. This report aligns with the ambitions and priorities of the administration elected in May 2026, as reflected within the Council's emerging corporate delivery plan, including:

- Safe, affordable homes
- Cleaner streets and greener neighbourhoods
- An economy of care
- Healthier, happier communities
- Justice, sanctuary and care

3.2. In particular, this report is closely aligned to the administration's priority relating to 'cleaner streets and greener neighbourhoods', with a focus on encouraging more walking and cycling, reducing car reliance and improving the public realm.

3.3. Active Travel Strategy (2025) – This sets out the Council's plan to make walking, wheeling, scooting, and cycling the preferred ways to get around our borough. It includes a commitment to working with and considering the needs of disabled people to ensure delivery of a pedestrian environment that is accessible to everyone, as well as a target to reduce legal footway parking by 50% by 2030 and by 75% by 2035.

3.4. Lewisham's Parking Policy (2025) – This states that the presence of cars and other vehicles parked on footways, verges, and other pedestrian areas is detrimental to many people including the visually impaired, people with prams, pushchairs, or wheelchairs, and that pavement parking is only permitted as an exception in streets with very wide pavements and narrow roads.

3.5. Highways Asset Management Strategy (2025) – This sets out how the Council will maintain key infrastructure like roads, pavements, streetlights, and bridges, making smart decisions about where and how the Council will invest in improvements, repairs, and upgrades. It is designed to ensure that Lewisham's highways are reliable, environmentally responsible, and meet the needs of the borough's growing community.

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4. Background

4.1. Most projects and programmes delivered by Strategic Transport and Highways are funded by the TfL LIP allocation, Highways and Bridges 2026/27 Capital Programme, and Section 106 contributions.

4.2. The TfL LIP funding is primarily allocated through the Better Bus Partnerships (BBP), Bus Priority Programme (BPP), Cycle Parking Programme (CYP), Cycle Training, Micromobility Parking (MMP), Safer Corridors and Neighbourhoods (SCN), Safer Cycleways Network Development (CND), and Safer Streets (SS) programmes.

4.3. On 10 February 2026 London boroughs were notified of their funding allocation to cover the period between 1st April 2026 and 31st March 2027.

4.4. An initial allocation of £2,557,000 was confirmed in the grant letter from TfL. The letter highlighted that further funding can be made available later within 2026/27 subject to progress.

4.5. A breakdown of the 2026/27 TfL LIP funding for each of the different programmes is shown in Table 1.

Table 1: Breakdown of 2026/27 TfL LIP funding allocation

Borough LIP Programme	**2026/27 Borough Allocation (£k)**
Better Bus Partnerships (BBP)	500
Bus Priority Programme (BPP)	117
Cycle Parking Programme (CYP)	86
Cycle Training	92
Micromobility Parking (MMP)	75
Safer Corridors and Neighbourhoods (SCN)	1,092
Safer Cycleways Network Development (CND)	495
Safer Streets	100
Total	**2,557**

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4.6. The rationale for the LIP Programme 2026/27 is guided by the Council's third Transport Strategy and Local Implementation Plan 2019-41. This is a long-term transport strategy that was submitted to TfL in April 2019 in response to the 2018 Mayor's Transport Strategy (MTS). The final draft LIP (3) was approved by Mayor and Cabinet on 18th March 2019 and by TfL in April 2019. An updated Transport Strategy and Local Implementation Plan will be developed in line with emerging corporate priorities.

4.7. The Highways and Bridges 2026/27 Capital Programme funds the delivery of works covering carriageway resurfacing and footway improvements. The total budget for 2026/27 is £3,809,259.03. This includes the amount received through DfT's Local Highway Maintenance Capital Funding 2026-2030 and TfL's Principal Road Renewal programme.

4.8. Section 106 contributions are being identified and provisionally aligned to projects and programmes on an ongoing basis.

4.9. The amount of approved Section 106 contributions varies on a yearly basis, but it is anticipated that over £430k will be spent in 2026/27.

4.10. The Community Infrastructure Levy (CIL) is a levy that local authorities can choose to charge on "chargeable" new development in their area. An element of these funds is to be spent at a local level and is known as Neighbourhood Community Infrastructure Levy (NCIL).

4.11. The amount of NCIL funds that were approved by Mayor and Cabinet on 12 March 2025 and relate to works that form part of 2026/27 Strategic Transport and Highways Capital Programme is £95,000.

5. Local Implementation Plan (LIP)

5.1. Lewisham's Transport Strategy & Local Implementation Plan (LIP) was formally adopted in March 2019 and provides the basis for the programme of LIP funded projects for each financial year.

5.2. The programme aims to achieve a shift towards traffic reduction and promotion of active and sustainable travel.

5.3. The objectives of the Transport Strategy & LIP have been developed by Lewisham within the framework provided by the MTS, reflecting local policies and priorities as well as other national and regional strategies and policies. These objectives set out Lewisham's transport priorities during the life of the MTS, to 2041.

5.4. The funds secured through the TfL LIP allocation will be used to finance the following capital projects and project stages:

Table 2: List of LIP capital projects, project descriptions, and project stages

LIP funding stream	Project name	Brief project overview	Project stage(s)
Better Bus Partnerships (BBP)	Southeast Bus Transformation	Bus priority measures, improvements to public transport interchanges,	Feasibility, Preliminary Design

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LIP funding stream	Project name	Brief project overview	Project stage(s)
		and enhancements to pedestrian environments along the A2212 / B212 and A2218 / A212 corridors, as well as supporting behaviour change initiatives.	
Bus Priority (BPP)	Brockley Grove / Ladywell Road bus priority	Bus priority measures along Brockley Grove / B236 Ladywell Road between its junctions with Henryson Road and A21 Lewisham High Street, including the section of Adelaide Avenue south of Prendergast School and the section of Vicars Hill south of Ellerdale Road / Fossil Road.	Detailed Design
	Stondon Park / Honor Oak Park	Junction layout improvements and signal alternations to address the unsafe left hand turn from Honor Oak Park to Stondon Park, which is currently causing buses to be diverted, and return the buses to their original route.	In Use (post-implementation monitoring)
	Sydenham Hill and Sydenham Rise bus priority	Bus priority measures along Sydenham Hill between its junctions with Crescent Wood Road and A205 London Road and along Sydenham Rise.	Initiation, Feasibility
Cycle Parking (CYP)	Cycle parking	New cycle hangars to offer secure, convenient, and easily accessible storage spaces for bicycles in residential areas.	Initiation to Close Out
Micro Mobility	Dockless parking	Delivery of rental	Initiation to

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LIP funding stream	Project name	Brief project overview	Project stage(s)
Parking (MMP)	bays	micromobility parking bays to support the current e-bike operations, and any potential single contract for e-bikes currently being explored by London Councils, the London boroughs and TfL.	Close Out
Safer Corridors and Neighbourhoods (SCN)	Creekside Healthy Neighbourhood	New Healthy Neighbourhood in the Creekside area between the borough boundary with Greenwich and Deptford Church Street.	Initiation, Feasibility
	Drumbeat School Street	School Street project at Drumbeat School at Roundtable Road in the Downham ward.	Close Out, In Use (post-implementation monitoring)
	Good Shepherd RC School Street	School Street project at Good Shepherd RC School at Moorside Road in the Downham ward.	Initiation to Construction
	Kender Healthy Neighbourhood	New Healthy Neighbourhood in the Kender area between A2 New Cross Road, A202 Queen's Road, and B2227 Pomeroy Street.	Preliminary Design, Detailed Design
	New Cross Gate Healthy Neighbourhood	New Healthy Neighbourhood in the New Cross Gate area between the borough boundary with Southwark, the Surray Quays - New Cross Gate railway line, and A2 New Cross Road.	Initiation, Feasibility
	Prendergast Vale School Street	School Street project at Prendergast Vale primary school at Elmira Street in the Lewisham Central ward.	Close Out, In Use (post-implementation monitoring)

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LIP funding stream	Project name	Brief project overview	Project stage(s)
	Residential streets road danger reduction	Borough-wide mini programme of small scale road danger reduction interventions on residential streets.	Initiation to Close Out
	St James's Hatcham Church of England Primary School Street	School Street project at St James's Hatcham Church of England Primary School at St James's in the Brockley ward.	Initiation to Construction
	St John’s and Tanners Hill Healthy Neighbourhood	New Healthy Neighbourhood in the St Johns and Tanner’s Hill area between A2 New Cross Road, A20 Amersham Road, A20 Lewisham Way, A20 Rennell Street, A2211 Lewisham High Street, and the DLR railway line.	Preliminary Design, Detailed Design
	St Michael's Church of England Primary School Street	School Street project at St Michael's Church of England Primary School at Champion Road in the Sydenham ward.	Close Out, In Use (post-implementation monitoring)
	Telegraph Hill Healthy Neighbourhood	New Healthy Neighbourhood in the Telegraph Hill area between A202 Queen's Road, A2 New Cross Road, A20 Lewisham Way, B218 Malpas Road, B2142 Endwell Road / Drakefell Road / Gellatly Road, and A2214 Lausanne Road.	Initiation, Feasibility
	Trundley's Road / Bestwood Street junction	Road danger reduction project at the junction of B207 Trundley's Road with A200 Bestwood Street.	Initiation to Detailed Design
	Turnham	School Street zone	Close Out, In

LIP funding stream	Project name	Brief project overview	Project stage(s)
	Academy and Chelwood Nursery School Street	project at Turnham Academy and Chelwood Nursery at Turnham Road in the Telegraph Hill ward.	Use (post-implementation monitoring)
Safer Cycleways Network Development (CND)	Bridgehouse Meadows to Q14 via Cold Blow Lane	Quick win interventions at Dragoon Road and Gosterwood Street, conversion of experimental restrictions at Cold Blow Lane to permanent, and link between Cold Blow Lane and Woodpecker Road.	Construction, Close Out
	C18 Catford Bridge underpass	Upgrades to the existing A205 South Circular Road underpass adjacent to Catford and Catford Bridge railway stations.	Construction, Close Out
	Lee High Road to Grove Park	Walking and cycling route between A20 Lee High Road and Chinbrook Meadows.	Initiation, Feasibility
	Limes Grove to Lee	Walking and cycling route between Limes Grove and Lee railway station, via Hither Green railway station.	Construction, Close Out
Safer Streets (SS)	Brockley Cross to Brockley Rise	Road danger reduction interventions at the Brockley Cross / Endwell Road junction and along B218 (Brockley Cross / Brockley Road / Stondon Park / Brockley Rise) between this junction and the junction with A205 South Circular Road.	Detailed Design

5.5. Whilst not forming part of the capital programme that is the subject of this report, the revenue projects which will be financed by funds secured through the TfL LIP allocation and will be carried out in 2026/27 are listed for information

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in Table 3.

Table 3: List of LIP revenue projects, project descriptions, and project stages

LIP funding stream	Project name	Brief project overview	Project stage(s)
Cycle Training	Cycle training	Adult and children cycle training.	Supporting behaviour change/ activation measures
Safer Corridors and Neighbourhoods (SCN)	Behaviour change programme	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, cargo bike loan scheme, Dr Bike events, local community cycling events, school travel planning, and Vision Zero education.	Supporting behaviour change/ activation measures

6. Carriageway resurfacing and footway improvements

6.1. The Council, as the local highway authority, is responsible for managing and maintaining approximately 391 km of public highway network, comprising carriageways, footways, cycleways, structures, drainage assets, lighting and street furniture, maintained at public expense under the Highways Act 1980.

6.2. Through its highway asset management approach, the Council seeks to ensure that highway assets are safe, serviceable, resilient and fit for purpose, and that they continue to support movement, accessibility, public safety, economic activity and wider placemaking objectives in an efficient and sustainable manner.

6.3. The Council manages its highway asset estate in accordance with its Highway Asset Management Strategy (2025), which replaces the previous 2019 strategy and sets out a long-term, risk-based and data-led approach consistent with ISO 55000 asset management principles and national best practice.

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6.4. The Highway Asset Management Strategy is the primary driver for the identification, prioritisation and delivery of carriageway and footway investment. Works are funded through a range of sources including the Council's Capital and Revenue Programmes, the LIP, developer contributions, and external funding streams from partners such as the DfT, the Greater London Authority (GLA) and TfL.

6.5. The Strategy requires the Council to make best use of available resources by selecting the right intervention at the right time, balancing planned, preventative and reactive maintenance. This approach supports the Council's statutory duty to maintain the highway network in a safe condition while achieving best value over the asset lifecycle.

6.6. Targeted investment in carriageway and footway assets is intended to maintain a steady-state condition, control the rate of deterioration, reduce long-term maintenance liabilities and minimise the risk of network failure.

6.7. Carriageways and footways represent a core element of the Council's highway asset base. The 2026/27 borough-wide carriageway resurfacing and footway improvements programme forms a key component of the planned maintenance response to maintaining network integrity and managing asset condition responsibly.

6.8. In 2024 Gaist Solutions Limited were commissioned to undertake a condition survey of the entire Borough, providing an analysis of the carriageway and footway condition, to produce a prioritisation of the roads that would inform the programme. The highway condition was graded from 1 to 5, with grade 5 being the worst. The grading indicates the key thresholds for deterioration to inform the priority locations and a suitable maintenance approach. From this year, the DfT requires carriageway condition surveys to be undertaken in accordance with updated national standards. The Borough's road network will be surveyed in summer 2026, and the results will inform the programme of works for the latter part of 2026/27 and 2027/28.

6.9. In April 2024 Metis Consultants Limited were commissioned to build upon the 2022 work and develop risk-based prioritised works programmes for carriageway resurfacing and footway improvements for the next 2 to 3 years. The priority list has a defined ruleset reflecting asset condition, usage, network hierarchy, maintenance history, third party claims, public requests, and highway inspector recommendations. It also includes treatment recommendations and estimated costs. The priority list will be updated following this summer's carriageway condition survey.

6.10. The results were then refined to identify efficiencies through timing and combining schemes, where possible, in order to reduce costs and disruption to residents.

6.11. Following this exercise a provisional 2026/27 carriageway resurfacing and footway improvements programme has been determined (Appendices A and B).

6.12. The provisional programmes will be subject to regular reviews to ensure optimisation is achieved in the programmes that drive through best value

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decisions right up to the point prior to implementation.

6.13. The provisional programmes will be finalised once the Council has greater certainty over available budgets, resource capacity and delivery constraints for the financial year.

6.14. In parallel with planned works, the Council continues to deliver responsive and reactive maintenance throughout the year to address localised defects and safety hazards arising from wear, ageing, utility excavations, third-party damage or unforeseen asset failure.

6.15. Carriageway and footway condition is monitored through a combination of routine inspections, condition surveys and performance data, supported by industry-standard pavement management techniques. Prioritisation takes account of routes serving key destinations such as town centres, schools, bus routes and cycle corridors, alongside value-engineering assessments to maximise outcomes within available budgets.

6.16. Locations on the footway improvements and carriageway resurfacing provisional programmes that cannot be delivered in 2026/27 due to unforeseen constraints, such as resource availability or external dependencies, will be transferred to a reserve list and prioritised for future delivery.

6.17. The Council's term maintenance contractor, FM Conway Limited, will be instructed to deliver the agreed carriageway resurfacing and footway improvement works. In advance of construction, engagement will take place with ward members and affected residents to provide information on proposed locations, scope and delivery timescales.

7. Section 106

7.1. Section 106 contributions refer to payments or agreements made by property developers to local authorities as part of the planning process, often to mitigate the impact of new developments on local infrastructure and amenities.

7.2. Section 106 contributions are being identified and provisionally aligned to projects and programmes on an ongoing basis, to supplement the budgets of projects that are in progress, contribute funds to projects that are due to commence, or fully fund and initiate new projects.

7.3. This is then followed by an application process established by the Council's Development Contributions Management team, which is reviewed and approved by the Council's Regeneration and Capital Programme Delivery Board.

7.4. The capital projects and project stages currently planned to be delivered using partly or solely Section 106 funds are as follows:

Table 4: List of S106 projects and project stages

Project name	Brief project overview	Project stage(s)
Bell Green Gyratory	Walking and cycling interventions, traffic	Preliminary Design

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Project name	Brief project overview	Project stage(s)
	management measures, and public realm improvements at the Bell Green gyratory.	
Prendergast Vale School Street	School Street project at Prendergast Vale primary school at Elmira Street in the Lewisham Central ward.	Close Out, In Use (post-implementation monitoring)
St John Baptist School Street	Upgrades to the existing School Street at St John Baptist Church of England Primary School.	Construction, Close Out
St Michael's Church of England Primary School Street	School Street project at St Michael's Church of England Primary School at Champion Road in the Sydenham ward.	Close Out, In Use (post-implementation monitoring)
Watson Street streetscape improvements	Public realm improvements at Watson Street on area outside the development.	Construction, Close Out

8. NCIL

8.1. The Community Infrastructure Levy (CIL) is a levy that local authorities can choose to charge on “chargeable” new development in their area. The Levy is collected and monitored in Lewisham by the Council’s planning department. An element of these funds is to be spent at a local level and is known as Neighbourhood CIL (NCIL).

8.2. The amount of NCIL funds that relate to works that form part of 2026/27 Strategic Transport and Highways Capital Programme will be used to deliver the Foreshore Improvements project which involves the concept design, detailed design and construction of public realm improvements at the area around Foreshore.

8.3. The works are intended to address existing maintenance issues, reduce accessibility barriers, enhance the appearance and functionality of the waterfront environment, and support increased and more inclusive use of the

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space by residents and visitors.

9. Funding and budgets

Local Implementation Plan (LIP)

9.1. The funding for the programme is £2,557,000, of which £2,325,000 is Capital and £232,000 is Revenue.

9.2. This will cover project and construction management, project support, surveys and investigations, design, communications, engagement, and consultation, traffic orders, construction, and monitoring.

9.3. The funding breakdown per capital project is provided in Table 5 below.

9.4. The programme is funded from the TfL LIP funding allocation for 2026/27.

Table 5: TfL funding breakdown for each LIP capital project

Funding Stream & Project Name	2026/27 TfL Capital Allocations (£)
LIP (BBP), Southeast Bus Transformation	500,000
LIP (BPP), Brockley Grove / Ladywell Road bus priority	70,000
LIP (BPP), Stondon Park / Honor Oak Park	7,000
LIP (BPP), Sydenham Hill and Sydenham Rise bus priority	40,000
LIP (CYP), Cycle Parking	86,000
LIP (MMP), Dockless parking bays	75,000
LIP (SCN), Creekside Healthy Neighbourhood	59,000
LIP (SCN), Drumbeat School Street	10,000
LIP (SCN), Good Shepherd RC School Street	97,000
LIP (SCN), Kender Healthy Neighbourhood	172,000
LIP (SCN), New Cross Gate Healthy Neighbourhood	114,000
LIP (SCN), Prendergast Vale School Street	6,000
LIP (SCN), Residential streets road danger reduction	63,000
LIP (SCN), St James's Hatcham Church of England Primary School Street	36,000
LIP (SCN), St Johns and Tanners Hill Healthy Neighbourhood	190,000
LIP (SCN), St Michael's Church of	10,000

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Funding Stream & Project Name	2026/27 TfL Capital Allocations (£)
England Primary School Street	
LIP (SCN), Telegraph Hill Healthy Neighbourhood	115,000
LIP (SCN), Trundley's Road / Bestwood Street junction	75,000
LIP (SCN), Turnham Academy and Chelwood Nursery School Street	5,000
LIP (CND), Bridgehouse Meadows to Q14 via Cold Blow Lane	230,000
LIP (CND), C18 Catford Bridge underpass	165,000
LIP (CND), Lee High Road to Grove Park	50,000
LIP (CND), Limes Grove to Lee	50,000
LIP (SS), Brockley Cross to Brockley Rise	100,000
Total	**2,325,000**

9.5. The costs for future maintenance related to the proposed interventions are included within the existing highway maintenance budget.

Carriageway resurfacing and footway improvements

9.6. The Council's 2026/27 budget includes the Highways and Bridges budget allocation.

9.7. The total budget for 2026/27 is £3,809,259.03. This includes the amount received through DfT's Local Highway Maintenance Capital Funding 2026-2030 and TfL's Principal Road Renewal programme.

9.8. This budget is responsible for funding the borough-wide carriageway resurfacing and footway improvements capital programmes.

9.9. The largest part of the budget will fund the carriageway resurfacing and footway improvements programme, whilst the remainder will cover non-work charges including fees and surveys, and other unforeseen costs.

Section 106

9.10. The current estimated total of approved S106 contributions aligned to capital projects for 2026/27 is £437,336.33.

9.11. This will cover project and construction management, project support, surveys and investigations, design, communications, engagement, and consultation, traffic orders, construction, and monitoring.

9.12. A budget breakdown per project is provided in Table 6 below.

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Table 6: Budget breakdown for each Section 106 project

Project name	2026/27 Budget (£)
Bell Green Gyratory	336,473.00
Prendergast Vale School Street	5,967.24
St John Baptist School Street	991.58
St Michael's Church of England Primary School Street	728.88
Watson Street streetscape improvements	93,175.63
Total in 2026/27	**2,748,176**

Neighbourhood Community Infrastructure Levy (NCIL)

9.13. The amount of NCIL funds that relate to works that form part of 2026/27 Strategic Transport and Highways Capital Programme is £95,000.

9.14. These will be used to finance the Foreshore Improvements project.

9.15. The funds that are linked to this project relate to the CIL that was collected from developments that took place within the Evelyn ward where this project is located.

9.16. The funds will cover project and construction management, project support, surveys and investigations, design, communications and engagement, and construction.

9.17. The costs for officer time dedicated to project management, construction management, and project support were included in the cost estimates that were accounted for at the NCIL application and consultation stage.

10. Financial implications

10.1. The Local Implementation Plan (LIP) funding has conditions attached that the Council must adhere to. If these conditions are breached, then the Council could potentially be required to pay some or all these funds back to the DfT. Grant returns are completed annually to show the Council's compliance with these grant conditions.

10.2. There is an approved budget of £3,809,259.03 for resurfacing and footway improvement works for 2026/27. £1,637,000 of this is funded through DfT's Local Highway Maintenance Capital Funding 2026-2030, consisting of £1,004,000 baseline and £633,000 incentive funding, and £27,000 through TfL's Principal Road Renewal programme. The remaining amount is funded through the Council's Capital Reserves.

10.3. As outlined in section 12, there is a risk that the approved budget might be exceeded due to unforeseen costs. These additional costs would require additional budget and further funding, which will need to be approved by Mayor and Cabinet. This additional funding would likely be a call on the Council's reserves or external borrowing, unless additional funding was sourced. These risks will be mitigated as much as possible through effective budget monitoring.

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10.4. Budget monitoring of the project will occur monthly, with progress being scrutinised at both the Regeneration and Capital Board (RCB), as well as in the full Council's monthly budget monitoring reports.

11. Legal implications

11.1. Section 41 of the Highways Act 1980 ("the Act") places a duty on the Council as the highway authority to maintain highways within its areas that are maintainable at the public expense.

11.2. This includes the requirement to ensure as far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.

11.3. Furthermore, Part V of the Act contains general powers for the Council to make improvements to the highways for which it is responsible.

11.4. The 2026/27 borough-wide carriageway resurfacing and footway improvements programme underpins the Council's approach in the exercise of its highway authority obligations under the Highways Act 1980.

11.5. The Road Traffic Regulation Act 1984 ("RTRA 1984") and supporting regulations enable the Council to make traffic management orders to restrict traffic in a variety of ways.

11.6. In exercising powers under the RTRA 1984, section 122 imposes a duty on the Council to (so far as practicable having regard to the matters specified in S122(2)) to 'secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians and the provision of suitable and adequate parking facilities on and off the highway'. The matters set out in S122(2) are: the desirability of securing and maintaining reasonable access to premises; the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy); the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and any other matters appearing to the local authority to be relevant.

11.7. A decision as to whether to make the order must also be consistent with the Council's network management duty under section 16 of the Traffic Management Act 2004, i.e. the duty "to manage their road network with a view to achieving, so far as may reasonably practicable having regard to their other obligations, policies and objectives, the following objectives (a) securing the expeditious movement of traffic on the authority's road network; and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

11.8. Section 9 of the RTRA 1984 enables the Council to make experimental traffic orders which can continue in operation for a maximum of 18 months. Section 6 of the RTRA enables experimental traffic management orders made under section 9 to be made permanent by the Council. Procedures for making the

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experimental traffic orders permanent are set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the 1996 Regulations") and must be followed. Regulation 23 of the 1996 Regulations provides that where the provisions of an experimental order are reproduced and continued in force indefinitely, it is not necessary to carry out further consultation, provide further notice, or allow for further objections.

Human Rights Implications

11.9. The Human Rights Act 1998 imposes a duty on the Council as a public authority not to act in a way which is incompatible with the European Convention on Human Rights. The most important rights for highway and planning purposes are Article 8 (respect for homes); Article 6 (natural justice) and Article 1 of the First Protocol (peaceful enjoyment of property). The making of permanent traffic orders in respect of the traffic management restrictions is not anticipated to engage or breach the Human Rights Act 1998.

11.10. The Council has a contract in place with FM Conway Limited to carry out carriageway resurfacing and footway improvements. The contract allows the Council to instruct FM Conway Limited to carry out works as and when required.

12. Risk Implications

12.1. The following risks resulting from taking or not taking the recommended decision are outlined in Table 7. Details of any mitigation steps that will be taken to reduce the risk have been provided where possible.

Table 7: Risks from taking or not taking the recommended decision

Risk	Risk Description and Mitigation
Failure to provide a contribution to tackle the climate crisis if the capital programme is not delivered	Risks associated with this include continued traffic volume increases across the Borough, restricting the opportunity for mode shift to more sustainable and less polluting transport options.
Reputational damage with regards to action on the climate emergency if the capital programme is not delivered	The public's confidence in the Council's ability to deliver upon its Climate Emergency Action Plan and other policies may be reduced. Communicate transparently with the public about the reasons for the delay and the steps being taken to address the situation, emphasizing the commitment to long-term improvements.

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Risk	Risk Description and Mitigation
Continued deterioration of transport and highway infrastructure if the capital programme is not delivered	Develop and implement an emergency maintenance plan to address the most critical issues temporarily while seeking alternative funding or approval at a later date.
Existing safety hazards may persist, increasing the risk of accidents if the capital programme is not delivered	Implement temporary safety measures and prioritize the most dangerous areas for immediate attention using available funds until a full programme can be approved.
Potential loss of matched or time-sensitive funding from other sources if the programme is not approved	Negotiate extensions or secure temporary funding to preserve financial support while working towards approval.
Delaying improvements could negatively impact local economic growth and development	Engage with local businesses and economic planners to identify critical projects that can be prioritized and potentially funded through alternative sources or phased over multiple budgets.
Active travel journeys do not increase despite the delivery of the capital programme	One of the objectives of the Transport Strategy and Local Implementation Plan (2019-2041) is to enable a longer-term increase in walking and cycling levels. To achieve this, the Council need to continue to take a comprehensive approach to enabling a shift to sustainable travel.
The approved budget might be exceeded due to unforeseen costs	Implement rigorous project management practices, including regular financial audits, contingency planning, and robust procurement processes to control costs.
Projects may not be completed on time, affecting service delivery and public satisfaction	Establish clear timelines, milestones, and regular progress reviews. Engage experienced contractors and ensure effective communication and coordination among all stakeholders.
Public opposition due to inadequate consultation or communication about the projects	Conduct thorough public consultations, ensure transparent communication, and incorporate public feedback into project plans to build community support.

13. Equalities implications

13.1. Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council

must, in the exercise of its functions, have due regard to:

- Eliminate discrimination, harassment, victimisation, and any other conduct that is prohibited by or under the Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

13.2. The protected characteristics under the Act are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

13.3. The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality.

13.4. Any physical works on Lewisham’s highways network may have potential to impact upon people with protected characteristics. Highways works that could have particular effect include traffic management, making safe any trips and hazards, dropped kerbs for pedestrians, tactile paving, accessible bus stops, pedestrian refuges, narrowing carriageways, provision of controlled crossings, improvements to lighting and signing, and other interventions.

13.5. The main principles advocated in the Traffic Management Act (TMA) statutory guidance are: managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists), as required under the Traffic Management Act 2004 Network Management Duty; improving road safety; improving the local environment; improving the quality and accessibility of public transport; meeting the needs of people with disabilities and help to address inequalities by providing inclusive means to access travel especially for those who will be unable to use public transport and depend entirely on the use of a car; and managing and reconciling the competing demands for kerb space.

13.6. A full Equalities Analysis Assessment (EAA) was undertaken as part of the Council’s Transport Strategy and Local Implementation Plan 2019-2041 (LIP3) to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate mitigating actions taken.

13.7. The overall findings of the assessment were that the proposals within the LIP do not discriminate or have significant adverse impacts. Instead, the focus on improving access to services and better streets will have broadly positive impacts on the local community.

13.8. In addition, an equalities analysis was undertaken as part of the preparation of the Council’s existing CIL charging schedule and the preparation of the Neighbourhood Community Infrastructure Levy (NCIL) report that was approved by Mayor and Cabinet on 12 March 2025. In accordance with the Equality Act 2010, the analysis considered the potential impacts of the charging schedule on those groups identified within the Act as having protected characteristics. There were no major concerns found regarding equalities.

13.9. The proposals set out in this report align with the objectives set out in LIP3 and all staff are trained to meet their responsibilities as outlined in the Equality Act

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2010.

13.10. This programme enhances the work carried out under the LIP and therefore will improve access to services and better streets for the while community.

14. Climate change and environmental implications

14.1. Transport generates a significant amount of greenhouse gas emissions. The primary contributor of these emissions is on-road transport from cars.

14.2. There is a legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part.

14.3. The 2026/27 Strategic Transport and Highways Capital Programme will make a positive impact on the Borough and contribute towards the Council's target for Lewisham to be carbon net-zero by 2030.

14.4. Increasing levels of active travel by making journeys safer and more appealing, encouraging use of public transport, and reducing private vehicle trips by making alternatives equally attractive will contribute to a reduction of the negative environmental impacts of private motor vehicle use through reduced carbon emissions, lower rates of road traffic collisions, and improved public realm.

14.5. This will, in turn, help in achieving the objectives set out in the Council's Air Quality Action Plan and Climate Action Plan.

14.6. FM Conway Limited, the Council's current term contractor, has an Environmental Management System compliant with ISO14001:2015 in place, and they are committed to recycling 98% of their materials to minimise the environmental impact of their work.

14.7. FM Conway Limited are committed to trial new innovations in technology, machinery, materials and methodology with a view to reduce carbon footprints and other pollutants such as CO2 and NOx emissions in their operations. New innovations are introduced and reviewed with the Council on a regular basis.

15. Crime and disorder implications

15.1. There are no direct crime and disorder implications associated with the recommendations in this report.

16. Health and wellbeing implications

16.1. Making transport more health-promoting by increasing physical activity through encouraging walking and/or cycling as a normal, everyday transport mode can help with reducing the health damaging effects of motorised transport including road traffic injuries, air pollution, community segregation, and noise.

16.2. Creating an environment where people actively choose to walk and cycle as part of everyday life also has the potential to reduce health inequalities. This is because income or wealth would become a less significant factor in a person's ability to travel within the borough and gain access to healthcare, employment, social networks, etc. Therefore, improving active travel in the borough is likely to benefit those who are less prosperous and therefore likely to own motorised transport.

16.3. Many of the projects within the programme directly contribute to Vision Zero

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objectives through road danger reduction, safer crossings, School Streets, junction improvements and highway maintenance designed to reduce safety risks for all road users.

17. Background papers

17.1. Lewisham Transport Strategy and Local Implementation Plan (2019-2041)

17.2. TfL borough funding allocation letter 2026/27

18. Glossary

Term	Definition
BBP	Better Bus Partnerships (BBP) is a TfL programme that aims for boroughs to work in partnership with TfL to transform the bus network by investing in a range of infrastructure and operational interventions that will improve journey times, reliability and customer experience.
BPP	Bus Priority Programme (BPP) is one of the main programmes under TfL's LIP aiming to enable faster and more reliable buses.
CIL	The Community Infrastructure Levy (CIL) is a levy that local authorities can choose to charge on "chargeable" new development in their area.
CND	Safer Cycleways Network Development (CND) is one of the main programmes under TfL's LIP aiming to enabling more people to choose cycling as a mode of transportation by providing well-designed and interconnected routes that make it easier and safer for them to get around on their bikes.
CYP	The Cycle Parking Programme (CYP) by Transport for London is a scheme to increase and improve cycle parking across London, making cycling more convenient, secure, and accessible for everyone.
DfT	The Department for Transport (DfT) is a government department in the United Kingdom responsible for overseeing and regulating transportation systems and networks across the country.
DLR	The DLR (Docklands Light Railway) is a driverless train system in London that connects parts of East and Southeast London, including the Docklands area.
EAA	Equalities Analysis Assessment (EAA) is a process to identify how or whether any changes being considered will impact one or more protected group. The

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Term	Definition
	assessment also helps the Council to better understand whether the impact of a change being considered could be harmful and if so, how the potential harm could be minimised or removed before any decision is made.
GLA	The Greater London Authority (GLA) is the governing body responsible for the overall administration of London, including areas like transportation, policing, and economic development, and is led by the Mayor of London and the London Assembly.
ISO	The International Organization for Standardization (ISO) is an independent international body that sets agreed standards to help products, services, and systems be safe, reliable, and consistent.
LIP	Transport for London's Local Implementation Plan (LIP) sets out how each London borough will meet the objectives of the Mayor's Transport Strategy. LIP funding is the process through which TfL provides boroughs with financial support for schemes to improve their transport networks.
MMP	The Micromobility Parking Programme (MMP) by Transport for London is a scheme to create safe, designated parking spaces for small, shared vehicles like e-scooters and bikes, helping to keep pavements clear and streets tidy.
MTS	The Mayor's Transport Strategy (MTS) is a plan created by the Mayor of London that outlines the goals and actions for improving transportation in the city, focusing on areas like public transit, cycling, walking, and reducing traffic congestion and pollution.
NCIL	The Neighbourhood Community Infrastructure Levy (NCIL) is a portion of money collected from new developments that local councils use to fund community-led projects that improve local areas based on residents' priorities.
RCB	The Regeneration & Capital Board (RCB) is the council's senior governance group that oversees how money is spent on major building and improvement projects. It provides strategic oversight of the council's capital programme, makes sure resources are used wisely, projects follow agreed plans, and progress is reported clearly.

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Term	Definition
RTRA	The Road Traffic Regulation Act (RTRA) 1984 is an Act of Parliament in the United Kingdom which provides powers to regulate or restrict traffic on UK roads in the interest of safety.
SCN	The Safer Corridors and Neighbourhoods (SCN) programme by TfL provides funding to boroughs to make streets safer and healthier by reducing road danger, improving air quality, and encouraging walking, cycling, and public transport use.
SS	The Safer Streets (SS) programme is TfL's initiative to make roads safer for everyone by funding local projects that reduce danger, lower speeds, and improve walking and cycling conditions. It supports the Mayor's Vision Zero goal of eliminating deaths and serious injuries on London's roads.
TfL	Transport for London (TfL) is a local government body responsible for most of the transport network in London.
TMA	Traffic Management Act (TMA) is an Act of Parliament in the United Kingdom that sets out how road networks should be managed by local authorities and includes regulations for roadworks.
TMO	Traffic Management Orders (TMOs) are legal documents issued by local authorities that set rules and restrictions for how roads and traffic are managed, such as speed limits, parking regulations, and road closures.

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20. Appendices

20.1. Appendix A – 2026/27 Carriageway resurfacing programme

20.2. Appendix B – 2026/27 Footway improvement programme

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Appendix A – 2026/27 Carriageway resurfacing programme

The following roads or sections of roads form the 2026/27 provisional carriageway resurfacing programme. Roads that are not possible to be delivered in 2026/27 will be placed on a reserve list and prioritised for delivery in 2027/28.

Road name	Extents
Kirkdale	Westwood Hill to Jews Walk
Harefield Road	Wickham Road to Breakspears Road
Southend Lane	j/w Brookehowse Road (eastbound cway)
Pepys Road	o/s no. 19 to o/s no 47 (near Musgrove Road) (uphill lane only)
Endwell Road	On Railway Bridge between s/o 110 Endwell Road to j/o Mantle Road
Lewisham Road	Conington Road to Granville Grove
Lewisham Road	Bus-Stops ED & EF
Baring Road	j/w Coopers Lane to before speed cushion opp no. 91 near j/w Bramdean Crescent
Downham Way	Shroffold Road to bus stop o/s 167
Downham Way	Northover to end of bus lane near j/w Galahad Road
Perry Rise	Bell Green to Queenswood Road
Churchdown	Shroffold Road to Downderry Road
Honor Oak Park	Devonshire Road to Hengrave Road
Sandrock Road	Whole Road (both sections)
Laleham Road	Whole Road
Meadowview Road	Whole Road
Lewisham Hill	Wat Tyler Road to Eliot Hill
Woolstone Road	Kilmorie to Perry Vale
Bankhurst Road	Whole Road
Jerrard Street	Whole Road
Baring Road	Bramdean Crescent (o/s no. 95) to j/w Harland Road
Lee Road	Lee Terrace roundabout to side no. 43 (l/col 008)
Kitto Road	o/s no. 60 Gibbon Road to j/w Drakefell Road
Morden Hill	Lewisham Road to fire gate
Park Rise Road	Stanstead Road to St Germans Road
Sprules Road	Whole road
Pascoe Road	Whole Road
Reservoir Road	Whole Road

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Billington Road	Whole Road
Honor Oak Road	o/s no. 129 to j/w Ewelme Road
Montpelier Vale	j/w Montpelier Row to j/w Tranquil Vale
Downham Way	Churchdown to o/s no. 203

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Appendix B – 2026/27 Footway improvement programme

The following roads or sections of roads form the 2026/27 provisional footway improvement programme. Roads that are not possible to be delivered in 2026/27 will be placed on a reserve list and prioritised for delivery in 2027/28.

Road name	Extents
Rockbourne Road	j/w Stanstead Road to Montrose Way (even nos. side)
Westwood Park	Cannonbie Road to Langton Rise (odd side)
Westwood Park	Cannonbie Road to Ringmore Rise (even side)
Winn Road	j/w Jevington Way to Exford Road (even nos. side)
Perry Rise	j/w Queenswood Road to Paxton Road (even no. side)
Perry Rise	j/w Priestfied Road to o/s no. 27 (odd no. side)
Lewisham Road	Lamp col 009 (opp Orchard Gardens) to Lewisham Hill, odd no. side only
Hazelbank Road	Verdant Lane to Baudwin Road, odd no. side only
Grangemill Road	Grangemill Way to Fordmill Road both sides
Tewksbury Avenue	Whole length of road odd side only
Perry Hill	j/w Lescombe Road to j/w Houston Road, even no. side only
Geraint Road	Whole Road both sides

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