

Sustainable Development Select Committee Supplementary Agenda

Thursday, 20 July 2017

7.00 pm,

Committee room 4

Civic Suite

Lewisham Town Hall

London SE6 4RU

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This meeting is an open meeting and all items on the agenda may be audio recorded and/or filmed.

Part 1

Item	Pages
5. Implementation of the cycling strategy	1 - 6

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LEWISHAM CYCLE STRATEGY 2017 SUMMARY

The cycling strategy looks at where cycling in the London Borough of Lewisham (Lewisham) is at and where it aspires to take it in the near future (2021 and beyond).

Targets

The four key targets are shown in the following table.

Target	Base	Target Value (approx 2021)
Daily cycle journeys	18391 ¹	37000 ²
Cycling to work	4.0% ³	10.0% ⁴
Casualty rate	2.2 ⁵	1.1 ⁶
Cycling to school	3.2% ⁷	4.8% ⁸

Background

These targets are challenging, yet achievable for the following reasons:

- The population of Lewisham continues to increase
 - In 2001 it was 133,000
 - In 2011 it was 206,000
 - In 2021 it will be close to 320,000.
- The number of daily cycle journeys has increased from just over 9,600 (2007-2009) to almost 18,400 (2013-2015)
- Journey to work by bicycle mode share has risen:
 - In 2001 it was 1.8% (2.3% Inner London average)
 - In 2011 it was 4.0% (6.8% Inner London average)

Proposals

In order to achieve these targets, the following measures are the headline items to be progressed:

Cycle Network: A better cycle network of signed routes. The introduction of the Quietways and Cycle Superhighways has improved the standard of signed routes significantly and is helping to increase the number of people cycling.

Cycle Parking: More convenient and secure residential cycle parking, such as cycle hangers in existing residential areas. These help make it convenient to use and access a cycle, which increases the frequency of cycling. New developments are required to provide appropriate facilities.

1 London Travel Demand Survey (LTDS) - average daily journey for 2012/13-2014/15

2 To be measured in the LTDS - average for 2018/19 - 2020/21

3 Census 2011 journey to work for employed persons

4 To be measured in Census 2021 journey to work for employed persons

5 Casualties per 100,000 cycle journeys LTDS 2012/13 - 2014/15

6 To be measured over the period of 2018/19 - 2020/21

7 Based on school hands up surveys in 2015/16 school year

8 To be measured in 2020/21 school year.

One-Way Streets: Removing the one-way arrangement of many low trafficked streets will provide more convenient access as well as reducing the need for people on cycles to use busier streets.

Junction Improvements: Improving the most important junctions that do not fit on a proposed cycle route alignment will help tackle some of the barriers that keep people off their cycles.

Liveable Neighbourhoods: Making spaces available for people to enjoy some parts of the streets without motor vehicles, particularly near schools, will help those on foot or on cycle and those that live on the streets.

Soft Measures: A continuation of the successful “soft” measures that include: cycle training, the bicycle loan scheme and promotions.

Timeframe

The Proposed Routes map (shown on the following page) shows the Quietways and Cycle Superhighways routes that are proposed to be upgraded over the next 10 years. These include those that have funding already identified and those that do not, some of which need a long planning phase, such as those on the Transport for London Road Network (TLRN). The Future Cycle Network map (shown later) includes all phases of improvements on top of the existing network, so that a full picture of the network is visible, including the existing signed cycle routes.

Transport for London’s (TfL) current phase of Quietways and Cycle Superhighways will see numerous routes improved in Lewisham up to their completion in 2019. Approximately 15km worth of routes will be enhanced. These include a number of short sections of routes in Lewisham as well as the 8km route running north-south through the centre of the borough.

The proposed (unfunded) routes will stretch up to and past TfL’s current business plan that ends in 2021/22. They can be broken up into the following proposed phases based on what the most valuable and achievable are:

A: Four routes (11.7km) – by 2021/22

- New Cross Gate (Q1) to Crofton
- Lee Green to Grove Park
- Beckenham Place Park to Lower Sydenham
- Lee Green to the Waterlink Way (Catford)

B: Three routes (10.3km) – by 2023/24

- Crofton to Sydenham
- Forest Hill to Lower Sydenham
- Crofton to Deptford Bridge

C: Six Routes (12.9km) – by 2027

- A2 to Deptford Bridge (TLRN)
- CS4 (Deptford) to Deptford Bridge
- Deptford Bridge to the A21 (TLRN)
- Ringway Alignment
- A21 (TLRN)
- Catford Bridge Station to the A21

Future Network

LEGEND

Cycle Routes

- Cycle Superhighway Funded
- - - Cycle Superhighway Unfunded
- Quietways Funded
- - - Quietways Unfunded
- Heritage Link
- Signed routes
- Routes through parks
- Unsigned routes

Highway Authority

- Lewisham roads
- TLRN







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Proposed Routes

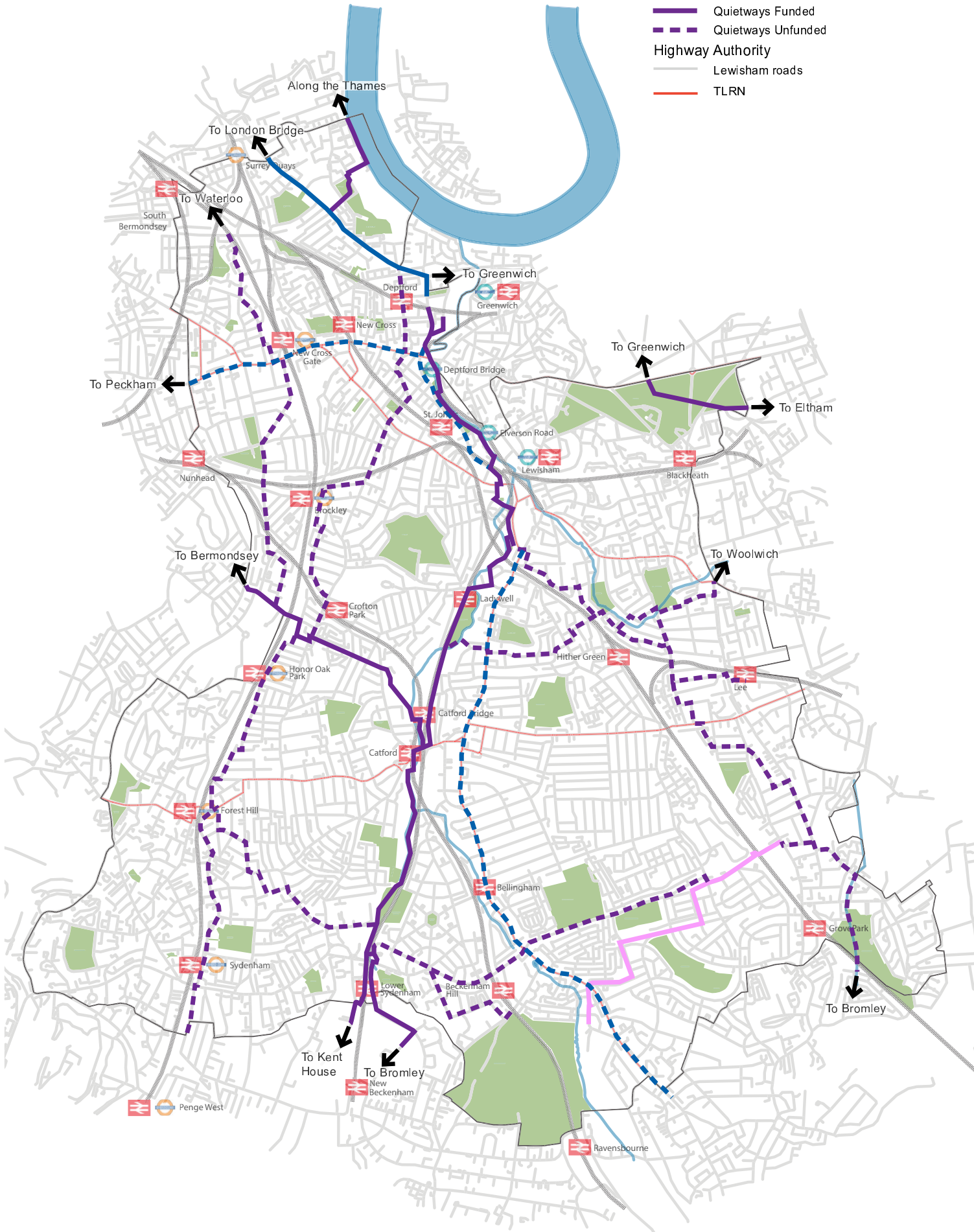
LEGEND

Cycle Routes

-  Cycle Superhighway Funded
-  Cycle Superhighway Unfunded
-  Quietways Funded
-  Quietways Unfunded

Highway Authority

-  Lewisham roads
-  TLRN



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