



Sustainable Development Select Committee

Report title: Active Travel Strategy, Dockless Bikes, Cycle Training in Schools, Cycle Network Development

Date: 9 January 2024

Key decision: No

Class: Part 1

Ward(s) affected: Borough-wide

Contributors: Martha Lauchlan, Transport Planner; Petros Ximerakis, Head of Strategic Transport and Highways

Outline and recommendations

The Sustainable Development Select Committee have requested officers to provide an update on:

- The timetable for the production of the Integrated Active Travel Strategy
- Dockless bike rollout
- Delivery and uptake of cycle training in schools
- Type and distance of cycle lanes being planned

SDSC are asked to note and comment on the contents of this report.

1. Summary

- 1.1. There are a number of projects that Strategic Transport and Highways are progressing to improve access and modal shift to walking and cycling, improve road safety and reduce the number of car journeys in the borough.
- 1.2. The Sustainable Development Select Committee has requested updates on some of these programmes of work, including the development of the Active Travel Strategy, dockless bikes, cycle training, and cycle network development.
- 1.3. The following report provides information on these items.

2. Recommendations

- 2.1. The Sustainable Development Select Committee are asked to note and comment on the contents of this report.

3. Policy Context

- 3.1. The contents and recommendations of this report are consistent with the Council's policy framework, as well as wider regional and national policies and priorities, as outlined below:
- 3.2. Corporate Strategy (2022-2026) – This sets out what the Council plans to deliver for residents between 2022-2026. The recommendations of this report will help to support the implementation of the Corporate Strategy, namely making Lewisham 'cleaner and greener, where the Council has committed to enable more active travel and aim to reduce reliance on cars.
- 3.3. Future Lewisham (2021) – This outlines the Council's ambitions for the future and priorities as the borough recovers from the impact of the Covid pandemic. One of the core themes of the plan is to create a 'greener future', building on the observed increase in walking and cycling seen locally, and all the other ways our environment benefitted from behaviour changes during the pandemic. The other core theme is 'a healthy and well future' and recognises that good health and wellbeing is dependent on many determinants including physical activity and air quality.
- 3.4. Climate Emergency Action Plan (2019) – This sets out the Council's ambition for Lewisham to be a carbon net-zero borough by 2030. More than 25% of the borough's carbon emissions come from transport, including vehicles travelling in or through the borough. Within the action plan, one of the key policies is to move to a decarbonised transport network through encouraging modal shift and managing parking.
- 3.5. Healthy Streets for London (2017) – The Mayor of London and TfL are taking the Healthy Streets approach to encourage more Londoners to walk, cycle and use public transport. This approach aims to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business. It outlines some practical steps to help Londoners use their cars less and walk, cycle and use public transport more, including:
 - Improving local environments by providing more space for walking and cycling, and better public spaces where people can interact;
 - Prioritising better and more affordable public transport, and safer and more

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- appealing routes for walking and cycling;
- Planning new developments so people can walk or cycle to local shops, schools and workplaces, and have good public transport links for longer journeys.
- 3.6. London Environment Strategy (2018) – This strategy brings together approaches to every aspect of London’s environment, integrating air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change, ambient noise, and the low carbon circular economy. It recognises that poor air quality is the “most pressing environmental threat to the future health of London” and sets out a roadmap to zero emission road transport which includes reducing car use.
 - 3.7. Mayor of London’s Transport Strategy (2018) – This has an overarching aim of reducing dependency on cars and sets strategic targets for 80% of journeys in London to be made by walking, cycling and public transport by 2041 and for all Londoners to do at least 20 minutes of active travel each day by 2041.
 - 3.8. Transport Strategy and Local Implementation Plan (2019-2041) – The objectives of this strategy is 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; for 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. One of the aims of the Transport Strategy is to reduce car use and car ownership in the borough through increasing Controlled Parking Zone (CPZ) coverage.
 - 3.9. Air Quality Action Plan (2022-2027) – This outlines the Council’s five year strategy to improve air quality in the borough and across London. This includes objectives for cleaner transport policies, such as encouraging more trips to be made by walking, cycling or public transport to reduce car use; improved provision of infrastructure to support walking and cycling; and installation of electric vehicle charging points to enable the uptake of electric vehicles.
 - 3.10. London Net Zero 2030: An Updated Pathway – In 2022, the Mayor of London commissioned Element Energy to analyse the possible pathways to achieving net zero. The Mayor has indicated an Accelerated Green Pathway will be followed in order to achieve net zero, for which one of the key requirements is a 27% reduction in car vehicle kilometres travelled by 2030.
 - 3.11. Gear Change (2020) – This strategy sets out the actions required at all levels of government to increase walking and cycling in England, in order to improve air quality, combat climate change, improve health and wellbeing, address inequalities and tackle congestion on our roads.
 - 3.12. Cycle Strategy (2017) – This sets out the Council’s vision for cycling to be a safer and more attractive option for travel. This includes 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.
 - 3.13. Physical Activity Strategy (2023) – This sets out how the Council will work in partnership with organisations and communities across the borough to increase the number of opportunities for residents of all ages and abilities, to become more physically active.

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4. Integrated Active Travel Strategy

- 4.1. Officers are in the development stages of the new Active Travel Strategy which will integrate existing policies within Strategic Transport and Highways, alongside other local, regional and national strategies, policies, and guidance into one overarching strategy with an associated delivery plan for active travel improvements over the next 7-10 years.
- 4.2. Following stakeholder engagement sessions held in November, which included key stakeholder groups such as Lewisham Cyclists and Lewisham Pedestrians as well as elected members, the feasibility of new walking and cycling routes is being investigated and is expected to be finalised at the end of January 2024.
- 4.3. Subsequently, interventions will be ranked and prioritised using a set of metrics including propensity to cycle, route selection, deprivation, and active travel accessibility modelling.
- 4.4. This will be used to produce a draft strategy document and associated maps, expected by March 2024, which will cover the type and length of any proposed cycle lanes. The deliverables can be shared with SDSC for review and feedback via email in order to not impact the delivery programme.
- 4.5. A public and stakeholder consultation will be carried out, which will include SDSC.

5. Dockless bike rollout

- 5.1. The dockless bike programme delivers marked designated parking bays for e-bikes. These designated parking bays are geofenced to prevent and mitigate issues caused by inconsiderate parking and obstructions to pedestrians. E-bikes are equipped with GPS that determines their precise location and does not allow parking away from the designated bays.
- 5.2. Delivery of the programme will take part in four phases as below:
 - Phase 1: Evelyn, Deptford, New Cross Gate, Telegraph Hill, Brockley
 - Phase 2: Blackheath, Lewisham Central, Ladywell, Crofton Park, Forest Hill
 - Phase 3: Rushey Green, Hither Green, Lee Green, Grove Park
 - Phase 4: Sydenham, Downham, Perry Vale, Catford South, Bellingham
- 5.3. A partnership is in place with Lime for one year and will be regularly reviewed to ensure that there is good performance against an established set of KPIs including:
 - Bicycle parking and removal;
 - Bicycle deployment and redistribution;
 - Bicycle servicing and maintenance;
 - Customer service, engagement and education; and
 - Bicycle safety.
- 5.4. Following the completion of Phase 4, approximately 300 marked bays will be in place across the Borough, both on the footway (where there is adequate space) and on the carriageway.

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- 5.5. Phase 1 has now been completed and the geofencing of the footway and carriageway bays is live. A map of the bay locations can be found [here](#).
- 5.6. Snagging issues related to phase 1 have been acknowledged and appropriate measures have been taken to address this, including relocating bays to alternative locations. A thorough review of bays will be undertaken prior to the statutory consultation and implementation. In addition, street notifications will be advertised for all locations to enable greater engagement with residents.
- 5.7. Below is a proposed timeline for the delivery of the remaining three phases. This is subject to statutory consultation and other schedule constraints (including pre-election period), and is subject to change.

Table 1: Timeline for delivery of dockless bike parking bays

Phase	Statutory consultation	Implementation
2	Winter 2023/24	Spring 2024
3	Spring 2024	Summer 2024
4	Spring 2024	Summer 2024

6. Cycle training in schools

- 6.1. The Council receives Local Implementation Plan (LIP) funding from Transport for London (TfL) for the delivery of cycle training. This includes free cycle training for children, young people and adults who live in the borough.
- 6.2. For 2023/24, £233k of LIP funding was allocated to the Council by TfL for the delivery of cycle training.
- 6.3. Cycle training for children in school is delivered by Cycle Confident and involves sessions for children who cannot ride a bike and other sessions for children who can already cycle.
- 6.4. Between April and November 2023, 39 courses have been held which provided 177 days worth of cycle training to more than 790 children in Years 5-6 (ages 9-11). Further training in schools is scheduled from January 2024.

7. Cycle network development

- 7.1. Officers have been working closely and collaboratively with the CND sponsor to explore funding opportunities and targeted investments.
- 7.2. As reported to the SDSC on 8 November 2023, the Council secured a funding allocation of £120k in September 2023 for FY 2023/24 to deliver the following:

Table 2: September 2023 CND funded projects and stages

Project Name	Project Stage(s)
C10 Creekside to Elverson Road (wayfinding installation)	Construction
C10 Folkestone Gardens to New Cross (wayfinding installation)	Construction
C18 Elverson Road to Catford	Feasibility

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Brockley Road crossing (near Beecroft Road)	Detailed Design
C18 Molesworth Street	Feasibility
New Cross Gate to Crofton Park	Feasibility

- 7.3. The design stage for the Brockley Road crossing project has been completed and construction is currently anticipated to commence in early 2024.
- 7.4. A mini competition for the design stages of the C18 Elverson Road to Catford, C18 Molesworth Street, and New Cross Gate to Crofton Park projects is in progress, with the successful tenderer expected to be announced in late January 2024. The procurement process was delayed due to a number of changes of scope for C18 Molesworth Street instructed by TfL.
- 7.5. The wayfinding designs which had been received by TfL have gone through an officer technical review and are pending a minor revision. A quotation for the installation works has been provided by the term contractor. The works are anticipated to commence by end of February 2024.
- 7.6. The Council continued to secure another £209k of CND funding in November 2023 for FY 2023/24 to deliver the following:

Table 3: November 2023 CND funded projects and stages

Project Name	Project Stage(s)
Deptford Church Street	Detailed Design
C18 Catford to Lower Sydenham (Southend Lane crossing)	Feasibility
Sydenham station to Waterlink Way (Perry Rise crossing)	Construction

- 7.7. It should be noted that all 3 projects have already been in progress, and the funding provided is covering part of their relevant costs.
- 7.8. The LIP funding application to TfL for 2024/25 was submitted on 3 November 2023 and included the following projects and stages to be funded through the CND programme listed in the order of Lewisham's priorities. It should be highlighted that it is not expected that all projects will be funded due to the limited amount of funding made available to the boroughs.

Table 4: List of CND projects and stages included in the submission of LIP funding for 2024/25

Project Name	Project stage(s) & brief project overview
Deptford Church Street	Construction of a segregated cycle track along Deptford Church Street between the A2

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	Deptford Broadway/Deptford Bridge and the A200 Creek Road.
C18 - Waterlink Way Bridge	Detailed design and construction for the replacement of the Waterlink Way timber footbridge in Catford.
C18 - Southend Lane crossing	Feasibility, preliminary, and detailed design of an informal crossing upgrade to parallel zebra crossing at Southend Lane, between Waterlink Way and Farnbridge Close.
Cycle Contraflows	Detailed design and construction of cycle contraflow projects at the following locations: <ul style="list-style-type: none"> • Albury Street • Clifton Rise • Doggett Road • Lewisham Park North • Lewisham Park South • Marnock Road • Pearsons Avenue • Stanley Street • Vanguard Street • Wellmeadow Road (North of A205) • Millbank Way • Leyland Road – Between the junctions of Dorville Road and Osberton Road • Leyland Road – Between the junctions of Dorville Road and Underwood Road • Leahurst Road – Between the junctions of Ennersdale Road and Dermody Road • Pascoe Road – Between the junctions of Ennersdale Road and Dermody Road • Holly Hedge Terrace • Aspinall Road • Amersham Vale
C18 - Molesworth Street	Preliminary design of cycle route along Molesworth Street between Elmira Street and A21 Lewisham High Street.
Gosterwood Street quietway	Detailed design and construction of a cycle route through a quiet mixed traffic street along Gosterwood Street between A200 Evelyn Street and Childers Street.
Rolt Street quietway	Detailed design and construction of a cycle route through a quiet mixed traffic street along Rolt Street between Childers Street and Trundleys Road.

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Cold Blow Lane walking and cycling route	Initiation, feasibility, preliminary design, detailed design, and construction of a cycle route through filtering Cold Blow Lane between Mercury Way and Sanford Walk.
C18 - Elverson Road to Catford	Preliminary design of cycle route connecting Elverson Road DLR station with Catford train station.
New Cross Gate to Crofton Park	Preliminary design of cycle route connecting New Cross Gate train station with Crofton Park train station.
Pagnell Street crossing	Initiation and feasibility of an informal crossing upgrade to parallel zebra crossing at Pagnell Street.

8. Financial implications

- 8.1. There are no direct financial implications as a result of the contents of this report.

9. Legal implications

- 9.1. There are no direct legal implications as a result of the contents of this report.

10. Equalities implications

- 10.1. Equalities Impact Assessments (EIAs) will be conducted as part of the development of projects referred to in this report.

11. Climate change and environmental implications

- 11.1. Transport generates a significant amount of greenhouse gas emissions. The primary contributor of these emissions is on-road transport from cars. Increasing levels of active travel by making journeys safer and more appealing 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.

12. Crime and disorder implications

- 12.1. There are no crime and disorder implications as a result of the recommendations in this report.

13. Health and wellbeing implications

- 13.1. 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.

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- 13.2. 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 due to the fact that 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.

14. Glossary

Term	Definition
CND	Cycle 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.
CPZ	A Controlled Parking Zone (CPZ) is an area where parking is regulated and controlled by specific rules and restrictions. In a CPZ, a permit to park may be needed, and there are usually designated times and areas where parking is allowed or prohibited.
DLR	The Docklands Light Railway (DLR) is a type of train system that operates in and around London.
FY	Financial Year (FY) is the year covered by a set of annual financial statements.
GPS	Global Positioning System (GPS) is a technology that uses satellites to determine the exact location of a device on the Earth's surface.
LIP	Local Implementation Plan (LIP) funding is the process through which TfL provides boroughs with financial support. The funding is for schemes to improve their transport networks in a way that is consistent with and supports the Mayor's Transport Strategy.
TfL	Transport for London (TfL) is a local government body responsible for most of the transport network in London.

15. Report author(s) and contact

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