



Sustainable Development Select Committee

Active Travel update

Date: 13 March 2024

Key decision: No.

Class: Part 1.

Ward(s) affected: Borough-wide

Contributors: Martha Lauchlan, Transport Planner; Liz Brooker, Road Safety and Sustainable Transport Manager; 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 key performance indicators for management of dockless bike hire schemes
- The communication taking place to support the rollout of dockless bikes
- Map of existing cycle ways and a commitment to provide this information to those completing cycle training
- The number of children receiving cycle training and the extent of that training

The Sustainable Development Select Committee are asked to:

- Note and comment on the contents of this report.

Timeline of engagement and decision-making

8 November 2023: Sustainable Development Select Committee – update on dockless bikes

9 January 2024: Sustainable Development Select Committee – update on dockless bikes and cycle training

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 rollout of dockless bikes and cycle training.
- 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 following the learnings from 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 (2020) – 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. London Environment Strategy (2018) – This strategy brings together

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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.

- 3.6. 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.
- 3.7. 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.
- 3.8. 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.
- 3.9. 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.
- 3.10. 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.
- 3.11. 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.
- 3.12. 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.

4. Dockless bikes

- 4.1. 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.
- 4.2. A partnership is in place with Lime for one year and will be regularly reviewed to

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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
- Bicycle safety

4.3. Across these KPIs, officers request data against the following measures:

- Total number of trips starting in the borough
- Total number of trips ending in the borough
- Average distance travelled
- Average trip time
- Active users
- Fleet utilisation
- Urgent retrieval response time
- Non-urgent move task response time
- Other task response time
- Fines
- Bans
- Parking compliance
- Percentage of tipped over vehicles

4.4. Officers have fortnightly meetings with Lime to discuss operation and performance.

4.5. From November 2023 to February 2024, 213,344 trips have been made by Lime bike within Lewisham by 53,525 riders. The weekly average number of trips has been 12,697 and the average trip is 1.1 miles. This indicates good usage of the dockless bikes and is comparable with usage of Lime bikes across other London boroughs with agreements in place. We expect trip numbers to increase as we enter the Spring and Summer months and when further marked bays are implemented.

4.6. The traffic order for marked bay locations for Phase 2 is scheduled to be advertised in May, following the pre-election period. As part of the statutory consultation process, statutory stakeholders are contacted including the Police and TfL, and ward members are notified via email. Typically, street notifications of the Notice of Proposal are displayed in locations where changes are being made to the carriageway. This approach will be extended to include footway bays, and letters will be distributed to households in the immediate vicinity of the bay to improve resident engagement.

4.7. Strategic Transport will collaborate with the Communications team to improve the communications plan that supports the roll-out of Lime bikes, as well as with

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Lime directly, when installation is scheduled following the statutory processes. The communications will include a press release on the Council's website and social media.

- 4.8. Officers have raised concerns about bike hacking with Lime. Lime have confirmed that the issue has been resolved. In 2023, the entire fleet was retrofitted to prevent bikes from being hacked and making it impossible for users to illegally hack bikes. Since last autumn, hacked trips have accounted for 0% of the trips across London and Lime have not received any reports of the 'clicking' sound that a bike makes when it has been hacked.
- 4.9. Officers attend fortnightly meetings with London Councils, TfL and other London boroughs to discuss progress with micro-mobility (both dockless cycle hire schemes and e-scooters). In June 2023, London Councils' Transport and Environment Committee (TEC) agreed in principle to a single contract approach for e-bikes and e-scooters and to work with TfL and London local authorities on the design of the scheme, with the ambition of a single contract for micro-mobility. This pan-London agreement could assist with the operational management, particularly of dockless e-bikes, and enhance the customer experience with a consistent approach to the rental of dockless micro-mobility.

5. Cycle training

- 5.1. 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.
- 5.2. For 2023/24, £233k of LIP funding was allocated to the Council by TfL for the delivery of cycle training.
- 5.3. 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.
- 5.4. Up to the end of January 2024, Bikeability level 1 and level 2 training was delivered for 1078 children and 130 adults.
- 5.5. Information about the training delivered can be found here:
 - [Bikeability Level 1](#)
 - [Bikeability Level 2](#)
- 5.6. Maps of the existing cycleways are not provided to children during their training. However, adults are offered information about cycleways depending on their cycle skills request. They are directed through Peddle My Wheels when they borrow a bicycle or through the training instructor to go to the TfL website for more information.
- 5.7. The available maps of the existing cycleways can be found here:
 - [TfL cycle map](#)
 - [National Cycle Network – National Route 21: Waterlink Way](#)
- 5.8. It should be noted that there are several route planning and navigation mobile applications, such as Google Maps, TfL Go, Strava, Komoot, and MapMyRide, which provide maps of both the formally designated cycleways and other cycle-

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friendly routes within Lewisham.

- 5.9. The LIP funding allocated to the Council by TfL for the delivery of cycle training in 2024/25 has been significantly reduced in comparison with 2023/24 to £88k.
- 5.10. An additional £95k of LIP funding for the Council's 'Behaviour Change programme' has been requested and secured through the through the Corridors, neighbourhoods and supporting measures programme. This will partly supplement the £88k LIP funding for cycle training.
- 5.11. The Behaviour Change programme includes the 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.

6. Integrated Active Travel Strategy

- 6.1. 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.
- 6.2. An number of 34 new walking and cycling routes have been identified. These have been initially sifted to differentiate them between Priority and Low priority routes primarily using the propensity to cycle tool. The draft Priority and Low priority routes can be seen in no particular order at Appendix A and B. It should be highlighted that these are only indicative route alignments based on a high-level assessment. The exact route alignment will be assessed and selected at the feasibility and design development stages of each individual project.
- 6.3. These are currently in the process of being ranked and prioritised using a set of metrics including propensity to cycle, DfT route selection, DfT walking route audit, deprivation, active travel accessibility modelling, implementation risk, and cost.
- 6.4. The draft strategy document and associated maps, which will cover the type and length of any proposed cycle lanes, are expected in early March 2024. The deliverables will be shared with SDSC for review and feedback. The final document, which will address the SDSC and officer feedback, is currently anticipated to be completed at the end of March 2024.
- 6.5. Public and stakeholder engagement will be carried out, which will include a launch of the strategy and an information campaign through several media. This is currently anticipated to take place in summer 2024.
- 6.6. A public and stakeholder engagement and consultation will be then carried out on an individual project basis. This will collect valuable feedback and inputs that will be taken into consideration throughout the development of any proposals.

7. Cycle network development

- 7.1. As reported to the SDSC on 8 November 2023 and 9 January 2024, the Council secured a total funding allocation of £329k (£120k in September 2023 and

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£209k in November 2023) for 2023/24 through the Cycle Network Development (CND) programme to progress the next stages or a part of these for a number of projects. These projects aim to deliver a total of 13 kilometres of new or improved cycleways.

- 7.2. The projects, funded or part-funded project stages, route lengths (where applicable), and key delivery dates for those project stages are listed in Table 1.

Table 1: CND projects, stages, route lengths, and delivery dates

Project Name	Project Stage(s)	Route Length (km)	Key Delivery Dates
C10 Creekside to Elverson Road (wayfinding installation)	Construction	2.1	Spring 2024
C10 Folkestone Gardens to New Cross (wayfinding installation)	Construction	1.2	Spring 2024
C18 Elverson Road to Catford	Feasibility	3.7	Summer 2024
Brockley Road crossing (near Beecroft Road)	Detailed Design	N/A	Completed
Limes Grove to Lee rail station via Hither Green rail station	Feasibility	2.5	Summer 2024
New Cross Gate to Crofton Park	Feasibility	2.8	Summer 2024
Deptford Church Street	Detailed Design	0.7	Summer 2024
C18 Catford to Lower Sydenham (Southend Lane crossing)	Feasibility	N/A	Completed
Sydenham station to Waterlink Way (Perry Rise crossing)	Construction	N/A	Spring 2024

- 7.3. The delivery dates for the subsequent project stages is subject to further funding being secured.
- 7.4. It should be noted that the 'Limes Grove to Lee rail station via Hither Green rail station' project replaced the 'C18 Molesworth Street' previously reported to SDSC, as Molesworth Street is part of the Transport for London Road Network (TLRN) and therefore the Council has no authority to carry out improvements along this road.
- 7.5. The funding secured through the CND for 2024/25, which was based on bids submitted by the Council, amounted to £774k. This increased by 135% from

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2023/24 and was the 5th highest out of all London boroughs.

- 7.6. The split of the 2024/25 funding between the proposed projects is currently being discussed with the TfL CND Sponsor.

8. Financial implications

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

9. Legal implications

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

10. Risk implications

- 10.1. There are no direct risk implications as a result of the recommendations of this report.

11. Equalities implications

- 11.1. There are no direct equalities implications as a result of the recommendations of this report.

12. Climate change and environmental implications

- 12.1. 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.

13. Crime and disorder implications

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

14. Health and wellbeing implications

- 14.1. 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.
- 14.2. 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.

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15. Glossary

Term	Definition
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.
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.
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.
TEC	London Councils' Transport and Environment Committee (TEC) is a group made up of representatives from local councils in London who work together with Transport for London (TfL) to discuss and make decisions about transportation and environmental issues in the city. TEC focuses on topics like public transportation, road improvements, cycling infrastructure, and environmental initiatives related to transportation.
TfL	Transport for London (TfL) is a local government body responsible for most of the transport network in London.
TLRN	The Transport for London Road Network (TLRN) is a network of roads and streets within Greater London that are managed and maintained by Transport for London (TfL).

16. Report author(s) and contact

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17. Appendices

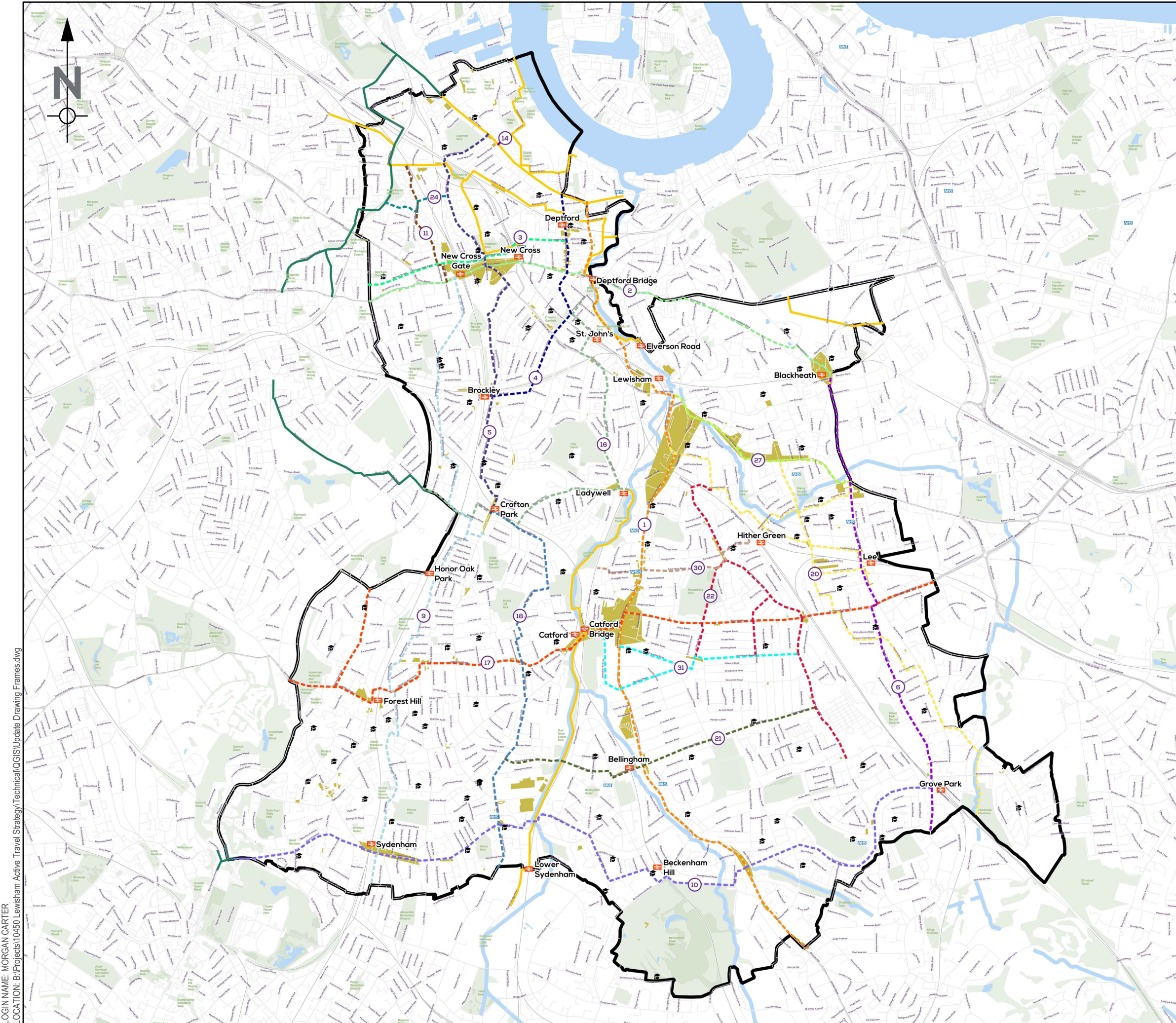
17.1. Appendix A – Map of prioritised active travel routes

17.2. Appendix B – Map of low priority active travel routes

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NOTES:
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KEY

Existing Active Travel Routes	Route 20 - Lee to Grove Park
Southwark Boundary Schemes	Route 21 - Bellingham
Route 1 - The Lewisham Spine	Route 22 - Hither Green
Route 2 - New Cross to Blackheath	Route 24 - Cold Blow Lane
Route 3 - Hatcham Park Road	Route 27 - Lee High Road
Route 4 - Deptford to Brockley	Route 30 - Hither Green to Catford B
Route 5 - C4 to Crofton Park	Route 31 - Hither Green to Catford C
Route 6 - Grove Park to Blackheath	Schools
Route 9 - New Cross to Sydenham	Stations
Route 10 - Sydenham to Grove Park	Shopping area
Route 11 - Brocklehurst Street	Green Space
Route 14 - Dragon Road	NHS Site
Route 16 - Deptford to Crofton park	
Route 17 - Forest Hill to Lee	
Route 18 - Crofton to Catford	

REV	DATE	DRAWN	REV'D	APP'D	NOTES

DRAWING STATUS
DRAFT

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PROJECT
 Lewisham Active Travel Strategy

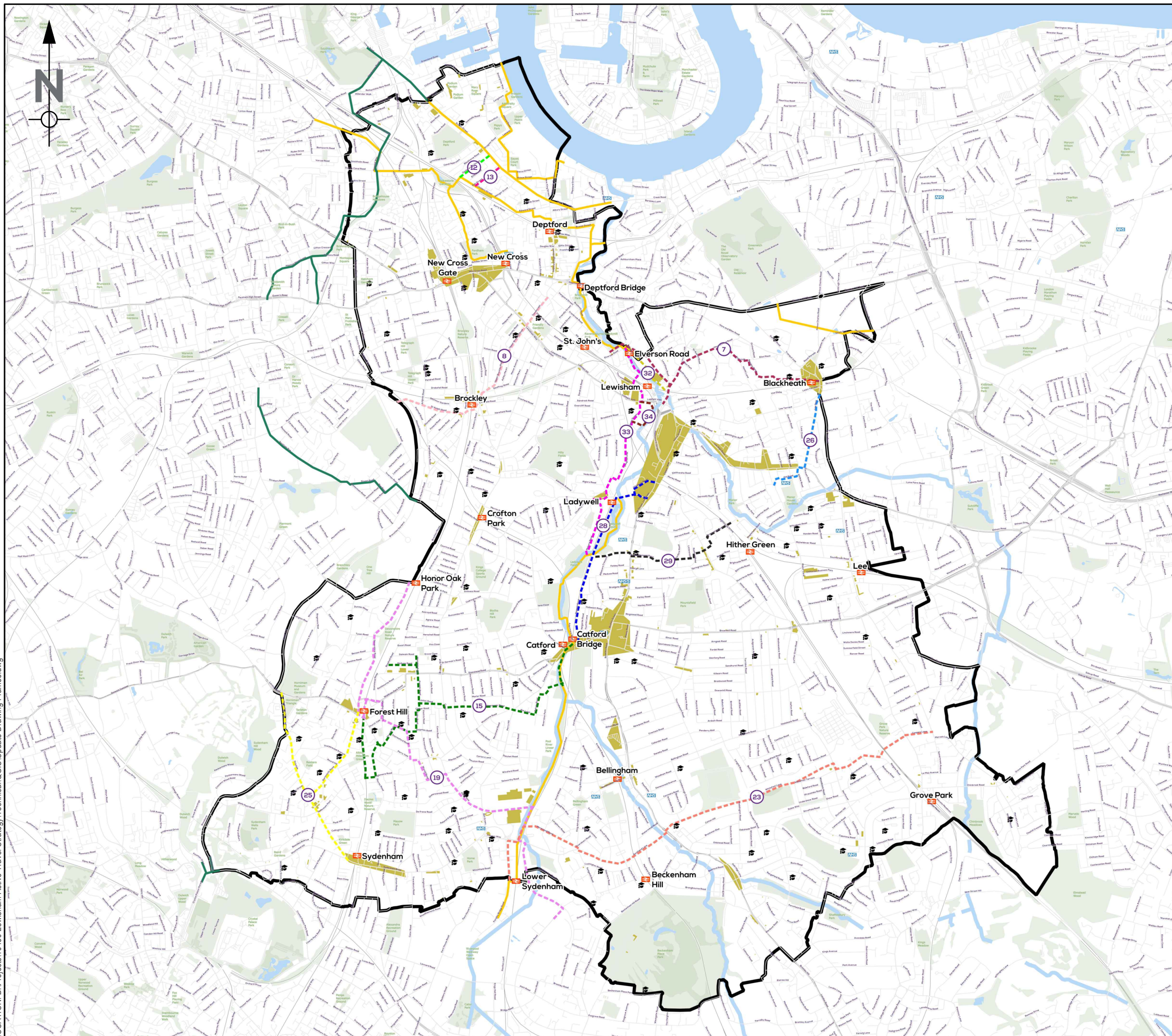
DRAWN MC	DESIGNED MC	REVIEWED DW	DATE 15.02.24	APPROVED DW	DATE 15.02.24
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TITLE
 PRIORITISED ACTIVE TRAVEL ROUTES

SCALE NTS	DRAWING No 10450-NRP-GIS-SK-119	REV 10
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KEY	
	Existing Active Travel Routes
	Southwark Boundary Schemes
	Route 7 - Elverson Road to Blackheath
	Route 8 - Upper Brockley Road
	Route 12 - Gosterwood St Quietway
	Route 13 - Roll St Quietway
	Route 15 - Catford to Forest Hill
	Route 19 - Sydenham to Honor Oak Park
	Route 23 - Lower Sydenham to Hither Green
	Route 25 - Forest Hill to Sydenham
	Route 26 - Lee Park
	Route 28 - Ladywell to Catford
	Route 29 - Hither Green to Catford A
	Route 32 - Silk Mills Path and Passage
	Route 33 - C2I Elverson Road to Catford via Ladywell
	Route 34 - NCN 21 Waterlink Way Improvements
	Schools
	Stations
	Shopping area
	Green Space
	NHS Site

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PROJECT
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TITLE
 LOW PRIORITY ACTIVE TRAVEL ROUTES

SCALE	DRAWING No	REV
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