

Appendix B

Lewisham Cycle Strategy 2017			
Targets – Cycle Strategy 2017	Status of Target	Detailed Status	Reference
<p>Double the number of cycling journeys</p> <p>The target seeks a 100% increase in journeys in six years compared to the Mayor of London’s aim to increase cycle journeys in London by 150% over 10 years to 2026.</p>	Off Target	This target pushes further than the Mayor of London’s aim and is identified in the Cycling Strategy as being challenging. Cycling journeys in Lewisham account for 3% of daily trips.	Travel in London reports - Transport for London (tfl.gov.uk)
<p>Increase the proportion of employed residents cycling to work to 10%</p> <p>This is an increase of 150% in a 10 year period. With the population of Lewisham increasing dramatically at the same time, the number of people cycling to work will have to increase by about 300%.</p>	TBC	The strategy identifies that the census will be used as the method to measure performance against this target. Data from the 2021 Census is still awaited. As a result of the COVID-19 pandemic there was an observed increase in cycling, which is likely to be because of lower levels of traffic, fears over public transport use and constrained public transport capacity due to social distancing. Whilst some people have continued to cycle, the figure across London has begun to decline.	Travel in London reports - Transport for London (tfl.gov.uk)
<p>Halve the casualty rate of cyclists</p> <p>This target relates cycle collisions to the volume of cycling journeys. This target is to effectively halve the number of cycling injury collisions compared to the number of cycle journeys.</p>	Off Target	Reported road casualties in London have more than halved in the past ten years. This will have been impacted by the pandemic and the restrictions in place relating to travel.	Travel in London reports - Transport for London (tfl.gov.uk)
<p>Increase the number of children cycling to school by 50%</p>	TBC	The strategy states that this target would be measured by hands up surveys undertaken by schools, however this has not been able to be done because of the pandemic. However, cycling to School has remained at a constant level over the last few years in London.	Travel in London reports - Transport for London (tfl.gov.uk)

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<p>The hands up surveys undertaken by schools during the school year will continue to be the way of monitoring the progress of this target. This can be undertaken each year, with the target year of reaching 4.8% during the 2020/21 school year.</p>		<p>The introduction of School Streets and other measures are expected to see an increase in the coming years and consideration will be given to how this is measured.</p>	
<p>Other cycle infrastructure</p>			
<p>Cycle Parking</p> <p>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.</p>	<p>On Target</p>	<p>As of 2021 there are 612 Cycle parking (CycleHoop) rental spaces available within the Borough, these are in the form of bike hangers, bike lockers and cycle hubs.</p> <p>Appendix E shows the locations of the cycle parking spaces. There is a clear split between the north and south of the Borough, with only 5 available locations for cycle parking below the A205 South Circular and 4 of those locations being in the West.</p>	<p>Search Cyclehoop</p>