

**Minutes of Annual Meeting (AM) of Lewisham Cyclists (LC) held in Room 2 at The  
Lewisham Civic Centre, Catford Road, SE6 4RU**

**Wednesday 18<sup>th</sup> November 2015 6-30pm**

1) **Present:** Jane Davis (Co-Ordinator), Tim Collingridge (Secretary), John Phillips (Treasurer), Alex Raha, Brian Turpin, Ivan Cornell, Cllr Alan Smith, Roger Stocker, Tracey Lord, Scott Barkwith, T. Greenwood, Rik Andrew, Paul McQuillen, Ellie Dell'Aglio.  
**Apologies:** Judy Debenham, Cllr Kevin Bonavia.

2) **Update from Cllr Alan Smith on proposed 'Cycling Champion' Councillor role within London Borough of Lewisham (LBL)**

Cllr Smith is LBL Cabinet Member responsible for Regeneration and also Deputy Mayor. Previously the Cycling Champion role within the Council had been fulfilled by the holder of the Regeneration role however Cllr Smith is now taking the view that he has too many responsibilities to effectively dispense that role. As such he is now proposing that Cllr Mark Ingleby takes it on as LC had previously proposed. This is subject to confirmation by the Mayor, but that should be a formality.

3) **Update from Nick Harvey (Cycling Programme Manager for LBL) on the Quietway 1 (Q1) cycle route (Greenwich to Waterloo) and other planned Quietway developments within LBL.**

Nick Harvey updated us on the progress on design and construction of the Q1 route, 3km of which is in LBL. He admitted there had been significant delays in getting the project into the construction phase e.g. due to local resident objections, and commented that TfL's original delivery schedule had been very over-optimistic. Some of his specific comments on the route were:

- Overall cost current estimate £2M.
- Surrey Canal Road section should be complete by Xmas.
- Folkestone Gardens 'mounding' has been reduced and tunnel under the railway through to Childers St will be re-surfaced and well lit.
- Childers St – it has been difficult finding a solution that satisfies residents' vehicle access objections. Plan is to make Rolt St one way westbound (two-way for cycles) at the junction with Childers St as the evening peak flows (eastbound) are 3 times the morning peak flows (westbound).
- Evelyn Gardens – contractors are currently onsite removing railings before widening the path.
- Edwards St – plan is for a two-way cycle track on the North side, which will involve the removal of all parking from that section of the street. The route will cross over Edwards St at a new 'Tiger' crossing, pass through Mandarin Court (shared space), then follow Hamilton St, before turning onto Deptford High St and then into Crossfield St.
- Full closures of Crossfield St and Bronze St will take the route over to Creekside and thence to the Ha'penny Hatch cycle track across into Greenwich.
- The Q1 Traffic Management Orders (TMO), which include all the on-carriageway plans are currently available for comment on the LBL Consultation website. The consultation closes on 4<sup>th</sup> December.
- Current plan is for completion of the Q1 works by April 2016, apart from the Childers St section where the works will have to be delayed due to construction traffic emanating from the SR House development.

Nick also commented on Cycle Parking developments within LBL:

- A double-decker cycle rack has recently been installed at Honor Oak Park station. LBL are looking at installing CCTV to cover the rack to ensure its security.
- Network Rail has agreed to the installation of a large two tiered cycle rack in Blackheath Station car park. This will have 50 bike spaces and will be installed soon.
- Bike Hangars. There has been an extensive program of installations of these lockable on-street bike storage units. The program so far has been primarily aimed at housing estates with 14 already installed, and more planned. Residents are very keen on them and Lewisham Homes and Housing Associations are seeing the advantages of not having bikes in hallways, which is a particular issue for them. It is more problematic installing them on the Highways with only 2 installed to date. For on-highway deployments TMOs have to be modified and consultations have to be held with local residents, some of whom may object to the installation. Nick is planning to make provision in the 2016/2017 Budget for a Consultant to 'Design/Build/Deliver' the on-highway bike hangars as it really needs a dedicated officer to deal with all the paperwork, consultations etc. Nick also commented that in future he will make sure that provision is made for bike hangars in Controlled Parking Zone (CPZ) consultations as it is an ideal opportunity to get them agreed by residents.

Future Quietways:

- Sustrans have been commissioned by TfL to do Route Delivery Plans for Quietway Phase 2.2, which in LBL includes the Waterlink Way (Q8) and LCN Route 22 from Catford to Southwark borders and onwards into Central London (Q83). Nick anticipates that Sustrans should be holding route rides in March/April and will make sure LC representatives are invited along to these.

Future Cycle Super-Highways (CS)

- Latest CS4 plans are being presented to Nick on 19<sup>th</sup> November and will be consulted on with Stakeholder groups like LC imminently.

#### 4) **Question and Answers session with Nick Harvey and Cllr Alan Smith**

- Q1 route from South Bermondsey station to Surrey Canal Road – section managed by Sustrans. Nick commented that construction work has now started on this section.
- Catford Green development – change of originally proposed ramped bridge over Hayes railway line to one with lifts. This is now a fait accompli as Barratts have already constructed the buildings next to the bridge site and there is not enough space remaining to accommodate a ramp on the west side that meets the disability access regulations – an issue of sub-standard ramp angle. Cllr Smith said there will however still be a ramp on the east side.
- Brian asked Cllr Smith how conditions for cycling could be improved in LBL. Cllr Smith replied that he considered cycling to be an important mode of transport. He would like to see a congestion charging zone all the way out to the M25 to reduce car use and raise money for further cycling and public transport improvements. He views poor Air Quality as a major issue in the Borough. As there are constraints on road space he sees there being more use of shared space and would like to close more

roads to through traffic, while maintaining cycle access. LBL are constrained in delivering these aspirations by severe cutbacks to their highways design team.

- Alex picked up on the fact that there is an Air Quality improvement zone in Lewisham. Cllr Smith commented that 25% of the emissions come from HGVs and buses, but although the council are meant to be reducing pollution e.g. by enforcement of Euro 6 emission engine restrictions, they don't actually have the powers or funding to do this. Alex commented that some London boroughs have erected signs to encourage drivers to turn off engines when idling. Cllr Smith said they could look at doing this, but is not sure how it would be enforced.
- Borough-wide 20MPH zone. Liz Brooker at LBL is managing this project and it is aimed for completion in mid to late 2016. Metropolitan Police Safer Transport teams will have the technology to enforce the zone e.g. suitable handheld speed cameras, but they have only committed to enforce the limit on roads that 'look like 20MPH' ones.
- Bike parking in new developments – local planning policy states that all new developments must have a certain level of bike parking and many developments are now 'car-free' with residents banned from getting CPZ permits.
- Rik raised the issue of the lack of provision of protected space for cycling in the new Lewisham Gateway 'H' road configuration. Cllr Smith replied that there would be shared routes through the heart of the development. However he said it was fanciful to think that the on-highway works already underway could be stopped and redesigned at this late stage, not just for practical reasons but because there is no funding available (the current road reconstruction project is costing £34M).
- Rik commented that we need more positive incentives in LBL to get people cycling. A major development like a segregated 'spine' route along the A21, where there is ample carriageway space could provide this. Cllr Smith commented that this is a TfL route so not within LBLs jurisdiction. The meeting felt that LBL could still work with LC and other groups to build up pressure on TfL to move this sort of project forward.
- Cllr Smith commented that LBL are moving away from using Section 106 for planning gain from new developments and instead concentrating on using the Community Infrastructure Levy (CIL) legislation. In S106 the funding is very much locked to the immediate locality of the particular development, and so can sometimes be difficult to spend, but under CIL it is easier to reallocate to other beneficial developments in the area.
- Deptford High St north section public realm improvements – Nick said that these improvements are in the Concept Design Stage and Sandra Plummer from LBL should be contacting us soon for our input.
- Roger commented that we hadn't seen the design drawings for the 'Mandarin Court' section of Q1 (which was a change to the original consulted routing) – Nick agreed to send these to LC.

#### 5) **LC Coordinator's Report.**

Jane presented her Coordinator's report – please see Appendix A for a copy of the report.

#### 6) **LC Treasurer's Report.**

John presented his Treasurer's report – please see Appendix B for a copy of the report. He additionally commented that the 'Mend & Ride' workshops are mainly self-funding as the donations received to date from users have broadly covered the mechanic charges.

#### 7) **Elections to LC Management Committee.**

Alex Raha took the Chair for the elections.

Alex Raha nominated Jane Davis for the post of Co-Ordinator, seconded by Roger Stocker and she was elected unopposed.

John Phillips was nominated by Tim Collingridge for the post of Treasurer, seconded by Alex Raha and he was elected unopposed.

Jane Davis nominated Tim Collingridge for the post of Secretary, seconded by Ellie Dell'Aglio and was elected unopposed.

**8) Formal Ratification of the new Lewisham Cyclists Constitution as reviewed and agreed at the previous LC monthly meeting.**

A vote was taken and the new Constitution was unanimously adopted. Please see Appendix C for a copy of the new Constitution.

Action: John to replace the Constitution on the LC website with the new ratified version.

**9) Minutes of last AM and matters arising.**

There were no matters arising and the minutes were agreed by all present.

**10) A.O.B.**

Alex presented LC's draft Cycling Strategy for LBL to the meeting (see Appendix D for details of this).

Cllr Smith agreed that it would be a good idea to jointly develop this Cycling Strategy with Cllr Mark Ingleby.

Cllr Smith commented that the average catchment area for LBL primary schools is 600m, so well within walking and cycling distance for parents, but still large numbers of parents drive their children to school. LBL are looking at a 'Bike Exchange' scheme for local schools which allows parents to obtain relatively cheap second-hand bikes which can then be exchanged as their children grow up. As schools are progressively becoming independent businesses it is getting harder for the council to influence them into accepting useful schemes like this.

Brian proposed a vote of thanks to Nick for attending and briefing the meeting on all the cycling related developments in the Borough.

**Meeting closed around 8.40pm.**

**Next LC Meeting will be on Wednesday 20<sup>th</sup> January at 6.30pm at Lewisham Civic Centre, Catford.**

## Appendix A – Coordinator’s Report

It’s been an extremely busy year, definitely the busiest for me as coordinator. We are, I think it’s fair to say, one of the most active LCC groups in London, and one of the few that offers both a popular busy social rides diary and other bike related activities to Lewisham residents as well as running an active campaigning programme.

With regards to the social side of Lewisham Cyclists, firstly, we have offered at least one ride a week throughout the year, and very often more than one. And we offered a good range of rides too, catering for all ages and abilities. They are well attended. This year the average number of participants was 21 with the most well attended having 40.

We have increased the numbers of women attending our rides, Over 50% of people on our rides this year have been women. We are making good progress at increasing the racial and ethnic diversity of our rides participants too, and will continue to work to ensure that as a group we reflect the diversity of our borough.

We have also increased the numbers of our trained ride leaders, which is excellent news because it means our rides programme has a strong and sustainable future.

Since our last AGM, due to a successful bid for funding from TfL through the Cycling Fund for London, we set up a drop in mechanics workshop, which has delivered 25 workshops giving a service to sixty individuals since March, at two different venues. We acknowledge the support of the Young Lewisham Project in providing the workshop venue for the Forest Hill centre and Grove Park Community Group for allowing us space at their Ringway Centre.

Our membership has continued to grow. We now have in excess of 800 members in the borough. We acknowledge that part of this increase is due to the Lewisham council bicycle loan scheme, which has been very successful and sensibly gives participants a year’s membership of LCC.

We have also set up an email distribution mailshot. This is in its early days, but we have already had feedback from members that this is helping to improve communications. Our Facebook group continues to grow almost daily and now stands at nearly 600 members.

As far as our campaigning activities are concerned it’s also been a very busy year. We have been pleased to see the Quietway at last underway, intended to bring a section of much needed clear safe route to and from Central London and the north of the borough. We were disappointed to see some modifications had to be made to certain sections, and there have been problems with the management of the scheme as its being built. But once finished, it will be a much better than what was there before. We’ll continue to monitor it as its being built with the help of our members and look forward to an inaugural ride when it’s finished, in the spring.

Another much awaited route is CS4: We were closely involved with TfL in the early days, in its pre planning phase, if you like. Group representatives rode the proposed route with Andrew Gilligan, and made it clear what was needed here to both provide for existing users and also to get more people riding the route. It could provide an excellent route from Greenwich through the north of the borough to London Bridge. We are awaiting the stakeholder consultation on this which is due by the end of November. Our campaigning on both the Quietway and CS4 is still active, to ensure that what is delivered is quality route. We have been campaigning hard, not just on CS4, Quietway, but also around the Lewisham Gateway, Deptford Bridge and generally on development and transport issues within the

borough, attempting to ensure that space for cycling is always considered and provided wherever needed. It's not easy for groups like ours, relying as we do on a small number of committed and hardworking volunteers to ensure that those who run our transport, both in the local borough and at TfL, keep cycling in mind adequately, as current good practice in transport planning now requires that they do. Sometimes it feels as though we have worked so hard and got very little. Lewisham Gateway and Deptford Bridge being two examples. However, things are changing and progress is being made, if not as fast as some of us would wish. We are now invited to discuss these issues regularly, which we weren't before. So we get the chance to put forward ideas and junction designs that transport planners may never have considered before. If we carry on building on some of our campaigning successes, like Deals Gateway, and keep putting in the work, as we have been, responding to consultations, presenting an alternate view of how cycling can work in our borough, using the knowledge and experience of our members, I do believe things will change, further and faster.

To this end, we have begun to prepare a Cycling Strategy for our borough which will set out what we think will not only provide a safer cycling network across the borough for existing riders, but also encourage those who are not riding bikes much but would like to, to choose cycling more often. It's a given now that getting more people who can and want to walk and cycling to choose these transport modes whenever possible, is good for everyone. It frees up valuable road space for necessary motor traffic and frees up space on our crowded buses and trains. It makes good transport sense to get as many people who are able and want to ride, to get out there on bicycles. So our Cycling Strategy will lay out how we think this should be done in the borough we know so well.

Before I finish, I should say that we are lucky enough to have a group of members who have been willing to give up large chunks of their free time to help in all areas of our work, from helping on rides, to volunteering at workshops and campaigning. This has been crucial and invaluable this last year. Without them we wouldn't have been able to do a fraction of what we have done. People like Stewart, Brian, Rik and Alex who put a lot of work into the Lewisham Gateway issue, to name one area of work they were involved in. And those who have helped out in the workshops, like Brian and Kemi, and on rides, both leading and marshalling. All invaluable. My thanks also to the other elected officers of the group this last year, Tim and John, for their support and hard work.

Our grass roots members do a lot to bring things to our attention. People like Roger and Rik keep their eyes and ears open and use their wealth of experience and own professional skills and extensive wider knowledge to keep us on track and aware. All this input is voluntary and much appreciated. It's what keeps a group like ours functioning.

So, for next year, I would hope and expect the group to continue to campaign hard, as I believe that work will pay off, even if the results so far in our borough at least, seem limited. There is, remember over 30 years of carcentricity to overcome.

And of course, we should continue to ride, to offer a varied rides programme, to teach people of all ages and abilities how to ride bikes, how to look after their bikes, and where and how to ride safely. We should be seen to be riding, offering opportunities to other Lewisham residents of all ages and abilities to ride with us. Because one of the most important things we can do is to show people how riding a bike can be one of the cheapest, most sustainable and efficient means of getting around the borough.

## Appendix B – Treasurers Report

### Lewisham Cyclists Treasurer's Report 1 April '14 to 31 March'15

#### **General Fund**

##### **Income**

Bank balance from end March 2014	1100	
Main LCC grant (£200 block + 770 members x 30p each)	431	
UP Projects part re-imburement of Dr Bike at Cornmill Gardens	150	
Ride London payment for feeder ride	160	
Ladywell 2014 jumble proceeds	157	
Brockley Fair 2014 bike jumble proceeds	116	
Jumble ex Francis Sedgmore	15	
Cornmill Gardens jumble proceeds	40	
Jumble ex Baker-Bell	29	357
Donations re Training, Bike Loan, Mend and Ride project	160	
Interest	5	<b>2363</b> Total income

##### **Expenditure**

Dr Bike @ Ladywell 26 April	320	
Brockley Fair pitch booking in June 2014 (3 x £20)	60	
Dr Bike @ Brockley Fair 2014	175	
Space4Cycling publicity material	111	
Dr Bike @ Cornmill Gardens 20 Sept	288	
Hall Hire for AGM 15 Oct	50	
Net paid to Greenwich Cyclists re repairs & servicing of loan bikes	42	<b>1046</b> Total expenditure

General Fund balance carried forward to 2015/16 : £ **1317**

#### **Mend and Ride project**

(Although held in the same bank account as the General Fund its accounting is detailed separately below)

##### **Income**

**TfL grant** £ **4759** Total income

##### **Expenditure**

2Pure Ltd	1651	
Cycle Division Ltd	629	
London Bike Kitchen, The Cycle Division, Fawkes, Frame Discounts	970	<b>3250</b> Total expenditure

Mend and Ride project funds carried forward to 2015/16 : £ **1509**

General fund balance at 31 March 1317 (as above)

M & R fund balance at 31 March 1509 (as above)

Bank balance at 31.3.2015 £ **2826**

John Phillips  
Treasurer  
31-Mar-15

## Appendix C – Lewisham Cyclists Constitution

### LONDON CYCLING CAMPAIGN – LEWISHAM CYCLISTS

#### Constitution

1. This is the constitution and governing document of Lewisham Cyclists (“the Group”).

#### Who We Are

2. The name of the Group is Lewisham Cyclists

3. The Group is registered with the Office of the London Cycling Campaign (a charitable company, registered number 01766411; registered charity number 1115789) as a Group of the London Cycling Campaign (LCC), according to the terms of the Articles of Association of the LCC. The Group has also been registered with the LCC as the official LCC Borough Group for the London Borough of Lewisham.

4. The Group is a constituent part of the LCC and is bound by the Articles of Association of the LCC and will comply with all policies of the LCC as determined by the Board and General Meetings of the LCC, and abide by all decisions of the LCC Board.

5. The Group must also comply with all legal and regulatory obligations that are placed upon charities.

#### What We Do

6. The Group’s aims are the furtherance of the charitable objectives of the LCC in Lewisham. In particular, the Group is responsible for determining and representing the view of LCC to the London Borough of Lewisham in relation to the borough’s policies as relating to cycling and activities.

7. The Group is locally governed and will manage its campaigns, finances and other activities autonomously, provided it does so in full compliance with the policies and procedures of the LCC, as defined by the Board or LCC General Meetings.

8. Activities of the Group, including campaigning, are generally covered by the LCC’s Public Liability insurance. The Group will not undertake activities that are not covered by this insurance unless by arrangement with the LCC office.

#### Membership of the Group

9. Membership of the Group is open to any LCC member whose address (as registered with the LCC office) is within the London Borough of Lewisham or who has advised LCC of their wish to be allocated to this Group.

10. The Group may also invite people who are not members of the LCC to participate in meetings and activities of the Group. They shall not, however, be classed as members of the Group in terms of rights and obligations as specified in this constitution.



11. All members of the group must act in accordance with this constitution as a condition of membership.

#### Assets and Liabilities of the Group

12. While under local control and management, the assets of the Group are ultimately under the control of the LCC. These assets include, but are not necessarily limited to, the Group's funds, all monies in its bank accounts, website and its URL, any social media presence, visual identity/logo, and physical materials.

13. The Group shall not take on any liabilities, or series of liabilities, such as debt or contractual obligations for any sum greater than £500 other than by prior agreement with the LCC office, and in compliance with LCC policy (for example in relation to Health and Safety).

#### Governance

14. An Annual Meeting of the Group will be held each year, with no fewer than 9 months and no more than 18 months elapsing between two Annual Meetings.

15. The Officers of the Group shall be its Co-ordinator, Treasurer and Secretary, who must all be members of the LCC. Roles can be shared by two individuals where necessary, for example as 'Joint Co-ordinators'. A Co-ordinator or Treasurer may need to undertake the additional role of Secretary if this position is unfilled.

16. Groups may also elect a Chair of the Group, who shall also be an Officer.

17. The Co-ordinator of the Group shall be the main point of contact between the Group and the LCC office (or one of the Officers if the Co-ordinator is unavailable).

18. Day-to-day management of the Group shall be by a Management Committee, comprising of the three Officers plus up to seven more members of the Group.

19. All persons on the Management Committee must be members of the LCC.

20. Election of the Officers and of the remainder of the Management Committee shall take place at the Annual Meeting by a show of hands of those present who are members of the Group. The term of office of the Management Committee shall be until the next Annual Meeting.

21. Those wishing to stand for election to the Management Committee must nominate themselves at the Annual Meeting. If they are unable to attend the Annual Meeting, candidates may be nominated by other members of the group attending the Annual Meeting. However, these members must present written confirmation to the Annual Meeting that the absent member consents to be nominated.

22. In the event of an Annual Meeting being inquorate, the Management Committee shall continue its term of office until the next Annual Meeting.

23. The Management Committee will meet and conduct business as necessary or as directed by the Annual Meeting.

24. The Co-ordinator shall call meetings of the Management Committee and the Secretary shall ensure all its members are given proper notice of them. Meetings may be held by phone or electronically.

25. In the event that an Officer resigns from office, then the remainder of the Management Committee shall elect a replacement from their number to serve until the next Group meeting, at which a new election for that post can be held. The person elected at the Group meeting shall remain in office until the next Annual Meeting.

26. In the event that someone who is not an Officer resigns from the Management Committee, then the post will stay vacant until filled by election at the next Group meeting.

27. Officers and other Management Committee members may be removed from post during their term of office by majority vote of those present at a quorate meeting of the Group subject to the individual having been given 4 weeks' notice of said meeting.

#### Duties of the Officers

28. The Co-ordinator will: chair meetings of the Group (unless a separate Chair has been appointed by the Group); be responsible for maintaining proper communication with the LCC office; and be responsible (via the Secretary, if necessary) for disseminating relevant information from the LCC office to members of the Group.

29. The Treasurer will: be responsible for the finances of the Group; keep accounts to recognised standards and under regulations set by the Board of the LCC; prepare and present the accounts for the preceding financial year to the Annual Meeting for approval.

30. The Secretary will: keep a record of decisions reached at all meetings of the Group and Management Committee; be responsible for convening all meetings, and ensuring members are kept properly informed of the Group's business and activities.

#### Meetings of the Group

31. The Group will hold at least three meetings a year in addition to an Annual Meeting. Four members will form a quorum for both these meetings and the Annual Meeting.

32. The Annual Meeting will be held with not less than four weeks' notice, which will be presumed given by notification in the magazine of the LCC and/or any other media considered appropriate.

33. Other meetings will be held with not less than one week's notice, that will be presumed given by notification in any media considered appropriate. The notice period may only be shorter in exceptional circumstances.

34. Meetings will usually be held in the evening on a weekday.

35. Extraordinary Meetings may be called at one week's notice with the agreement of at least half of the Management Committee.

#### Finance

36. The Group will comply with all financial reporting procedures established by the LCC Board. It shall in any case send annual accounts for the financial year just ended, plus a budget for the new financial year to the LCC office for filing.

37. The Group may hold funds in designated accounts for the above aims. Funds are to be spent in accordance with any financial regulations agreed by the Management Committee.

38. The details of all bank accounts held must be notified to the LCC office.

39. Where practical, Management Committee members must be notified of any expenditure in excess of £150 before the Coordinator gives authorisation. In the event of a disagreement on the authorisation of expenditure, members of the management committee should agree by vote on whether the expenditure should be authorised.

40. No member of the Group will receive any salary, emoluments or stipends. However, members may receive reimbursement of authorised expenses.

41. The Group may not take anyone into paid employment unless by prior authorisation by the LCC office and under arrangements agreed with the LCC office.

#### Changes to this Constitution

42. This constitution can only be changed by a resolution made by a majority of those group members (see "Membership of the Group" above), present at a quorate Annual Meeting of the group.

43. At least four weeks' notice of the proposed change must be given to the Group's members. Notice will be presumed to have been given by publication via media considered appropriate. If this has not occurred, then any decision on such a change made at an Annual Meeting of the Group shall be invalid. Proposed amendments to this proposed change may be tabled at the Annual Meeting, but these shall not change the substantive parts of the proposed change

44. All changes to this Constitution must be sent to the LCC office for approval by the Company Secretary, and will not come into force until such approval is notified to the group.

#### Resolution of Disputes

45. Disputes regarding the application of this constitution, the proper functioning of the Group, the conduct of Management Committee members, the use of the assets of the Group or any other serious matter, shall be formally resolved by the Group itself. Where this is not possible, the matter may be referred to the LCC office with a request that the LCC's Dispute Resolution Procedure be used to resolve the matter.

#### Dissolution of the Group

46. The LCC Board may dissolve the Group if no Annual Meeting has been held for twenty-four months, or for other good and just cause.

Adopted: [insert date]

Signed: Chair and Secretary

## Appendix D – Cycling Strategy for LBL

Lewisham Cyclists are preparing a new Cycling Strategy to set out our plans and aspirations for cycling over the next decade.

There is an urgent need for the council to adopt a coherent cycling and walking strategy so that those living, working and visiting the borough can do so in a sustainable, safe manner which improves the overall well-being of everyone.

We want Lewisham to be one of the easiest and safest places to cycle in London, making cycling the natural choice of transport for most people so they can be healthier and benefit from a less congested and polluted road network.

To deliver this vision we have established three key principles to guide future cycling projects:

1. Safer Cycling
2. A fully joined up cycle network including a fully segregated route connecting Deptford, Lewisham and Catford.
3. Cycling for everyone from ages 1 to 100.

The new Strategy sets out a number of pledges to be delivered which together will contribute to reaching four over-arching targets:

To double the number of cyclists (in absolute?) in the borough by 2025

To increase the proportion of residents cycling to work to 10% by 2025

To reduce the risk of cycle collisions by 40% by 2025

To increase number of children cycling to school by 25% by 2022

By applying all the actions in the strategy and with sustained investment, these targets can be achieved in Lewisham. High rates are already being achieved on some of the principal commuter routes such as Lee High Road and Part of Lewisham High street during rush hours. With the right support and facilities, large number of trips by people other than commuters will be able to be made by bike.

Benefits of cycling.

The main reason people give for cycling is that it is the quickest way from A to B. An important part of the cycling strategy will be to improve the convenience of cycling - making cycling trips quicker so that cycling is even more attractive.

But cycling has many other benefits, including:

- Reducing congestion – cycling is the most space efficient form of transport
- Health – cycling is a form of exercise that is easily incorporated into daily routine
- Air quality – cycling causes no air pollution

- Sustainability – cycling causes very few CO2 emissions
- Crime – more people cycling means more people on the street providing natural surveillance and a feeling that people are around
- Social inclusion – cycling can provide cheap, reliable access to jobs and facilities especially for young adults
- Supporting growth – in an ever expanding London population cycling enables more local activity by residents, employees and students and reduces car dependency.

The council has no previous strategy document specific to cycling, although previous documents regarding transport strategy in a wider context have mentioned cycling, such as LIP applications and the Lewisham Town centre plan.

To grow cycling in Lewisham will require a package of measures. There are already significant developments due in the borough that affect this, both good and bad due to developers and TfL in particular. The strategy must encompass both the eventual and gradual goals along with the strategies for change in the short and long term.