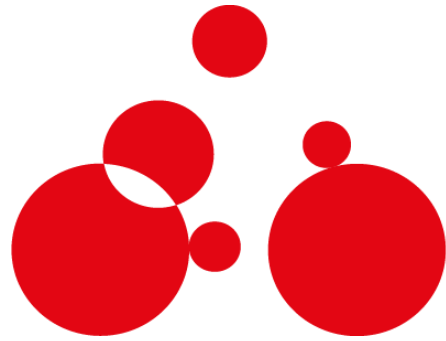




LEWISHAM CYCLISTS

Local Election Asks 2026



www.lewishamcyclists.org.uk



@lewicyclists



lewishamcyclists@gmail.com

Who we are

- Lewisham Cyclists (LC) is the local group of the London Cycling Campaign in the borough of Lewisham.
- We are a friendly and diverse group of over 700 cyclists from across Lewisham borough.
- We work towards making cycling accessible for all by supporting people to cycle in Lewisham, as well as campaigning for improvements to our streets and public spaces.



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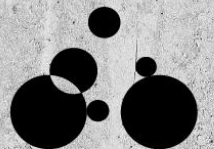
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Not just MAMILs but people on bicycles





LONDON
CYCLING
CAMPAIGN



We've been here before

Progress against previous targets

The progress against previous active travel targets is set out in Table 5-1. This includes targets set out in the LIP MTS as well as targets set out in the 2017 Cycle Strategy.

Table 5-1: Progress Against Previous Targets

Description	Source	Base	Target	Current	On / Ahead / Behind
% of residents travelling using sustainable modes	LIP MTS	70.7% in 2017/18-2019/20	72% by 2021 81% by 2041	77.9% in 2022/23	Ahead of target
% living within 400m of the strategic cycling network	LIP MTS	4% in 2016	19% by 2021 71% by 2041	15% in 2023	Behind target
Percentage of Lewisham residents doing at least two x10 minutes of active travel a day	LIP MTS	37% in 2013/14 to 2015/16	44% in 2021 70% in 2041	38% in 2022/23	Behind target
Vision zero – deaths and serious injuries from all road collisions to be eliminated from our streets	LIP MTS	120 in 2017	44 in 2022 0 in 2041	114 in 2022	Behind target
Daily cycle journeys	Lewisham Cycle Strategy	18,391 in 2017	37,000 in 2021	Data not available from LTDS at borough level from 2021	Unknown
Cycling to work	Lewisham Cycle Strategy	4% (Census data shows the base was actually 2.9% in 2011)	10% in 2021	3.6% in 2021	Behind target
Casualty rate	Lewisham Cycle Strategy	2.2	1.1 (casualties per 100,000 cycle journeys)	Data not available through LTDS.	Unknown
Cycling to school	Lewisham Cycle Strategy	3.2%	4.8%	Data not available	Unknown

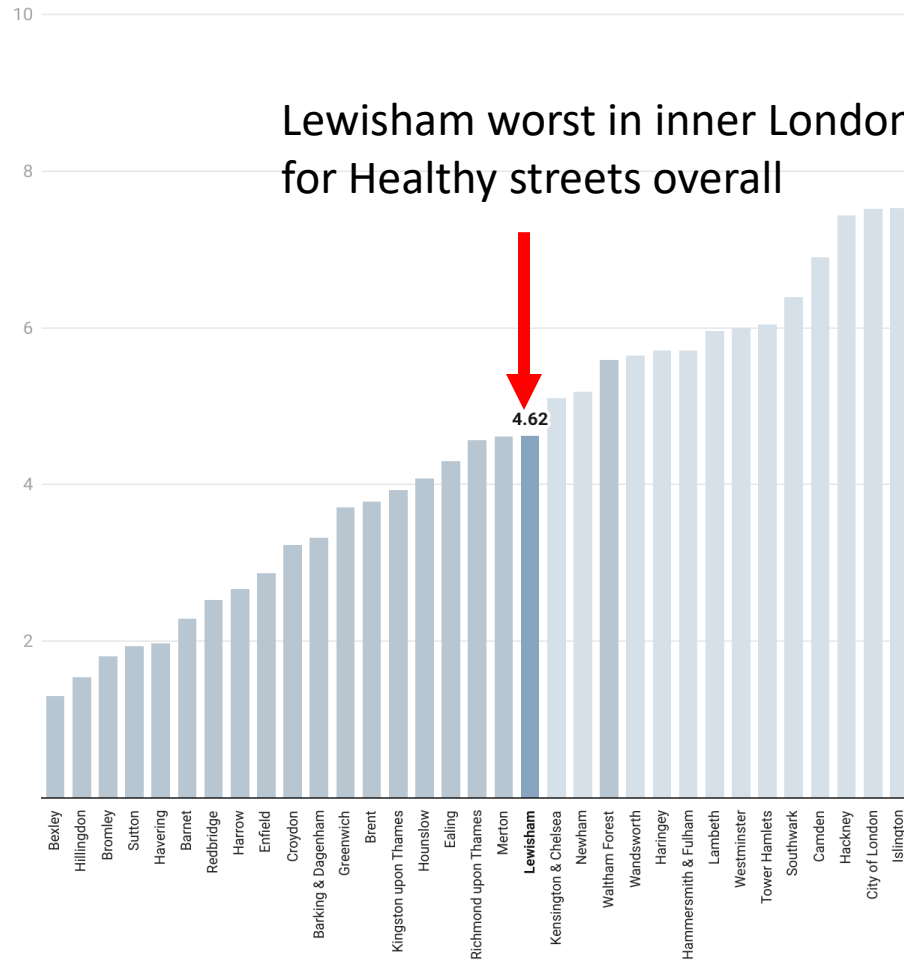
Table 5-2: Active Travel Strategy Targets

Target	Existing score	Target
Reduce legal footway parking by 50% by 2030	104.4km	52.2km
Deliver 20km of new or upgraded active travel routes by 2030	N/A	20km
All schools to have a school street or other new safety measure by 2030	45 school streets in 2022	All (98) schools with a school street or new safety measure
Increase the number of secure cycle parking (cycle hangars) to 500 by 2030	155 in May 2023	500
Deliver 4 new Healthy Neighbourhoods by 2030	N/A	4
Deliver 60% of Controlled Parking Zone borough coverage by 2030	26%	60%
50% of Lewisham schools will achieve a TfL Travel for Life (formerly STARS) accreditation, with 20% of those achieving a minimum of 'silver' by 2030	8% with an accreditation 7% with a minimum of silver	50% with accreditation 20% silver or above
81% of trips to be taken by sustainable modes in the Borough by 2041	78% in 2022/23	81%
71% of the population to be within 400m of the strategic cycling network by 2041	15%	71%
Double the number of cycling journeys by 2030	15,509 trips per day (2.7% cycling mode share 2022/23)	31,018 trips per day
Double the number of walking journeys by 2030	249,864 trips per day (44% walking mode share 2022/23)	499,728 trips per day
Move into the top 10 London boroughs on the Healthy Streets scorecard by 2030	15	10

Lew

London Boroughs Healthy Streets Scorecard - overall scores for 2019 to 2024 Scorecard data for Inner/Outer London boroughs highlighting Lewisham

2019 (adjusted), 2020 (adjusted), 2021, 2022, 2023 and 2024 scores compared (School Provision indicator included from 2020, Bus Priority indicator included from 2023). View all results



Lewisham worst in inner London for for Healthy streets overall

Dark blue: Outer London boroughs, light blue: Inner London boroughs.
Scores factored to 10, rather than total indicators (8 in 2019, 9 in 2020, 2021 & 2022, 10 in 2023 & 2024), with School Provision indicator not present in 2019 and included from 2020 onwards and Bus Priority included from 2023 onwards.
Road Collision Casualty indicator separated into Pedestrian and Cyclist casualty rates in 2021 (2019 and 2020 scores adjusted to 2021 split Casualty indicator).

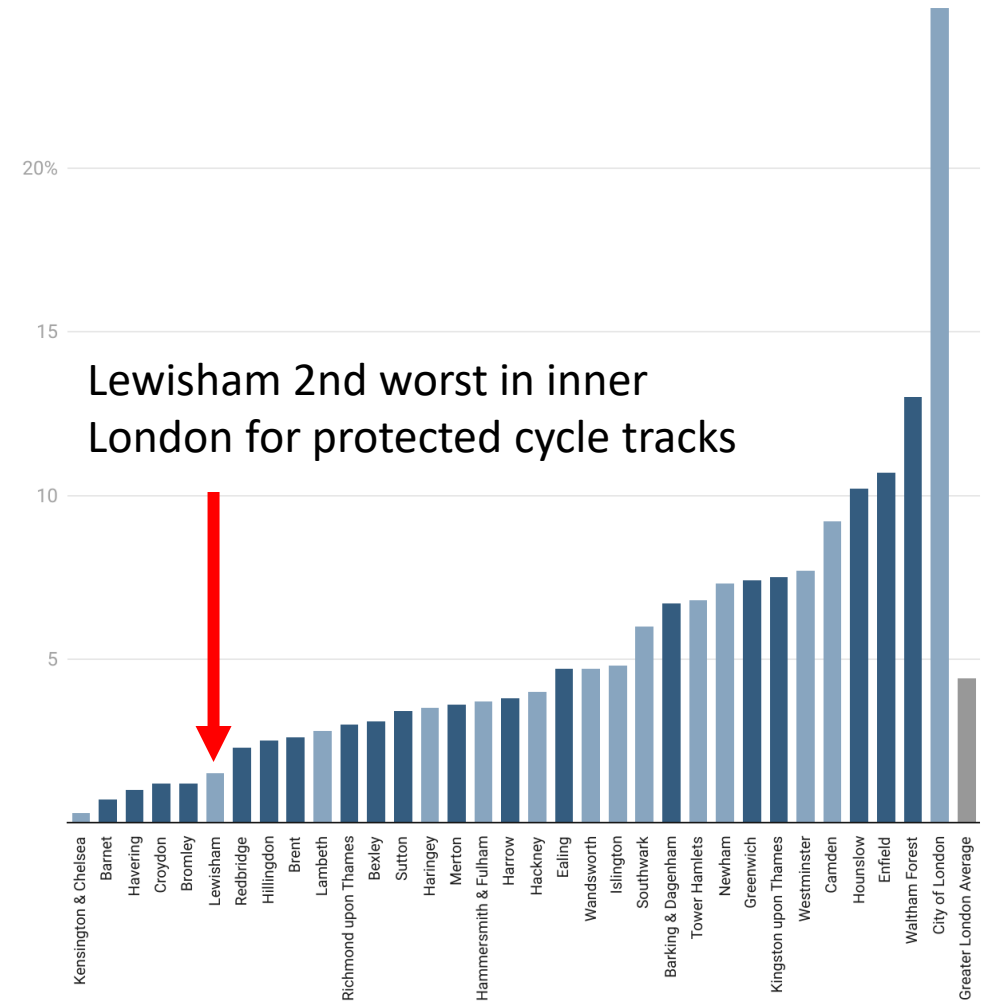
Chart: London Boroughs Healthy Streets Scorecard • Created with Datawrapper

n He

Protected cycle track: Inner/Outer London boroughs, 2024 Scorecard data

Absolute length of protected cycle track as % of total borough road length for each borough and London average, 2024 Scorecard data. View all results

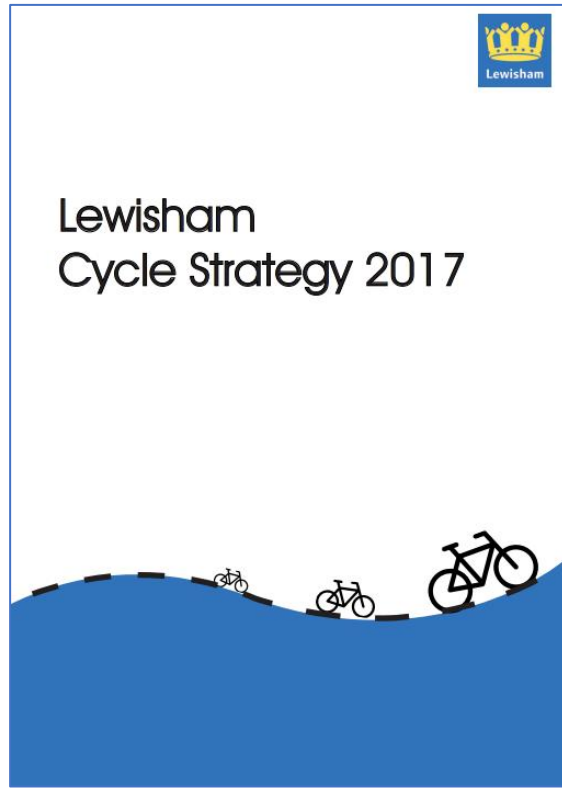
SHAM
ISTS



Lewisham 2nd worst in inner London for protected cycle tracks

Dark blue: Outer London boroughs, Light blue: Inner London boroughs.
Protected cycle track source: Safe cycling in London map May 2024, updated with support from LCC, based on information provided by boroughs. View Protected Cycle Track results

Chart: London Boroughs Healthy Streets Scorecard • Source: Road length statistics, HSS 2024: (2023 DfT data) RDL0202 • Created with Datawrapper



“However beautiful the strategy, you should occasionally look at the results.”

Sir Winston Churchill



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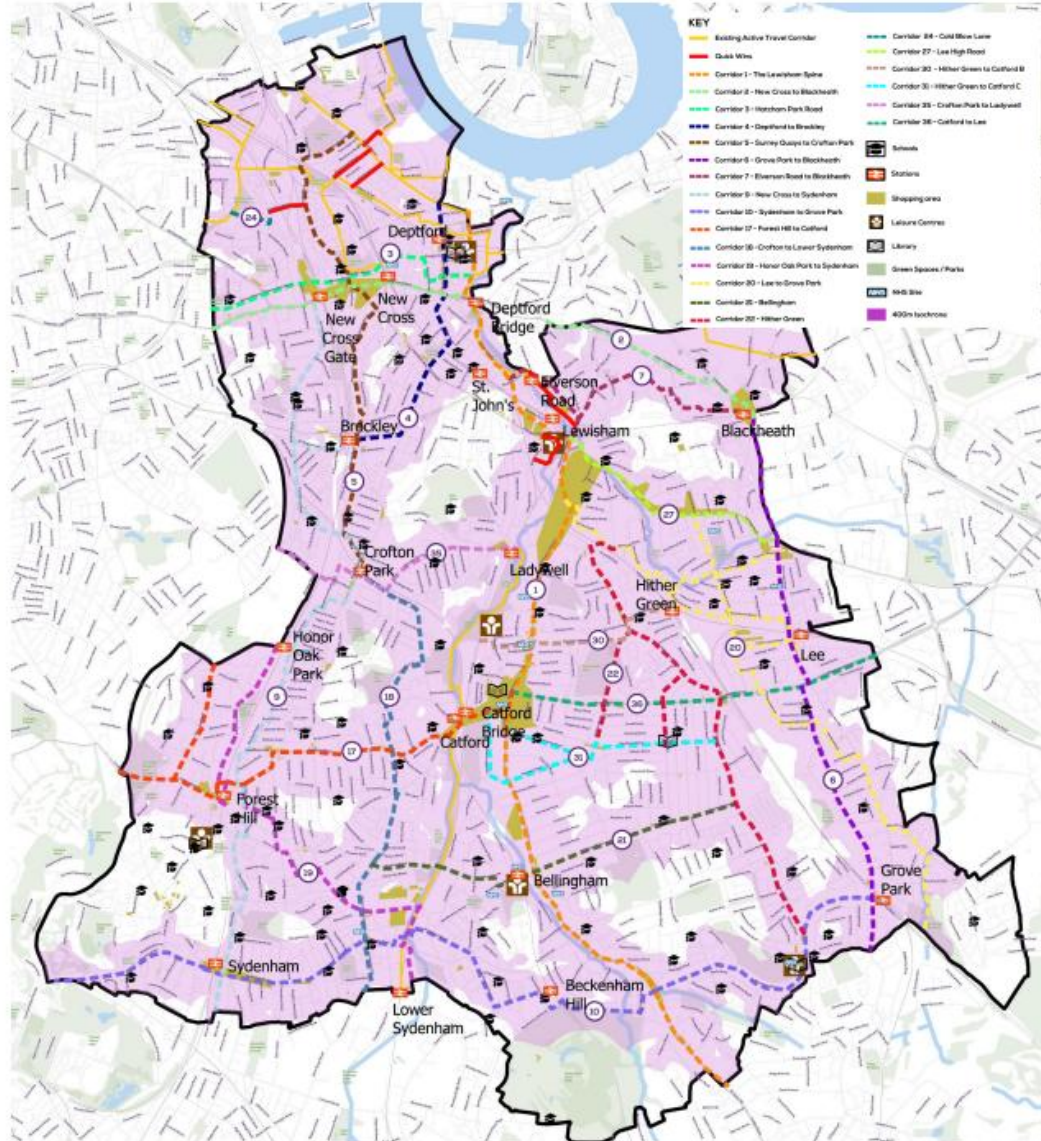
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New Active Travel Strategy

Appendix C – Priority corridors and existing routes mapped against 400-meter accessibility isochrones



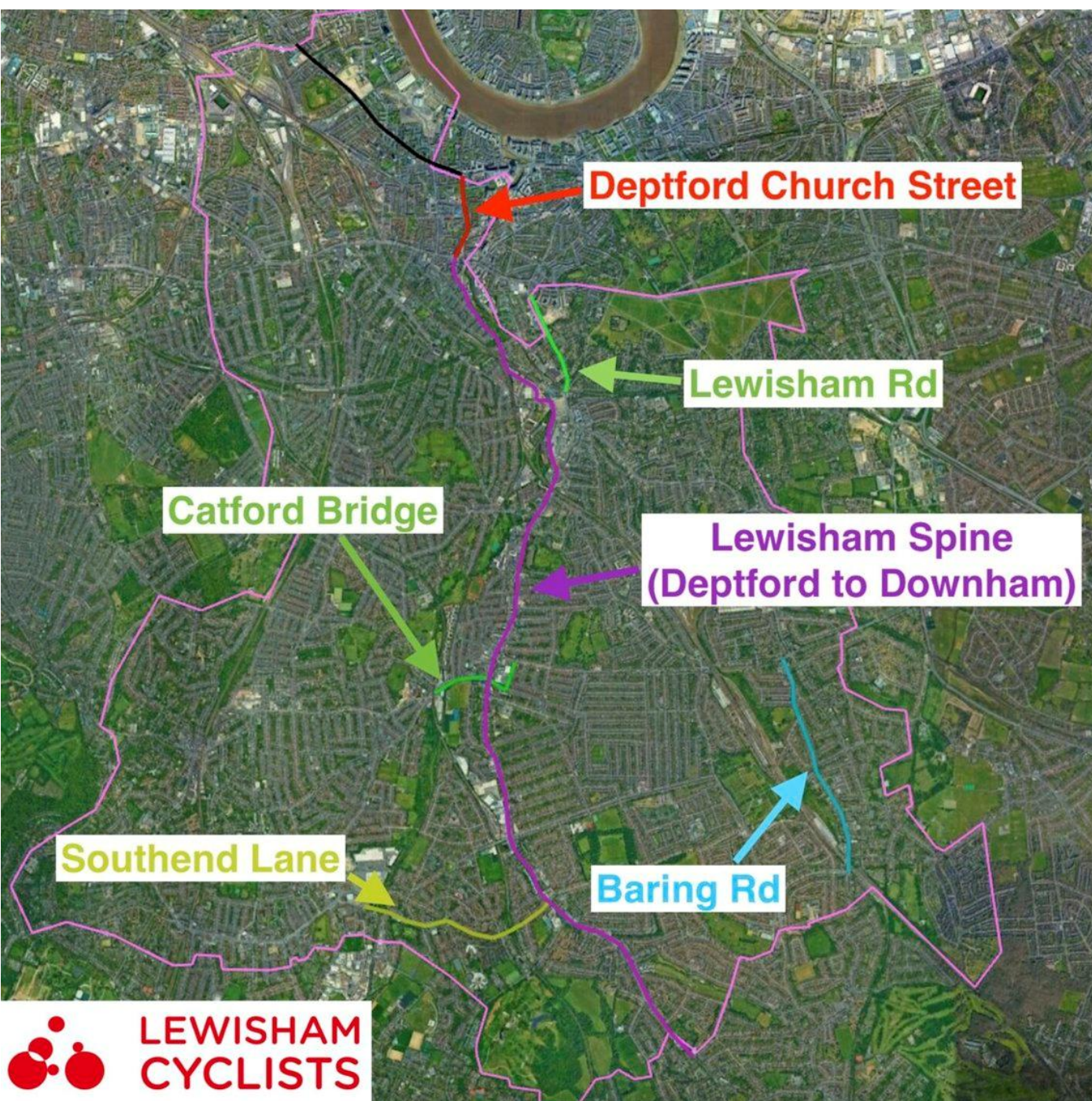
Corridor Number	Corridor Name	Cycle Ranking	Walking Ranking	Combined Ranking
20	Lee to Grove Park	4	1	1
22	Hither Green	2	3	2
18	Crofton to Catford	14	2	3
31	Hither Green to Catford C	8	4	4
17	Forest Hill to Lee	1	12	5
6	Grove Park to Blackheath	9	5	6
9	New Cross to Sydenham	12	6	7
19	Honor Oak Park to Sydenham	5	10	7
1	Lewisham Spine	6	9	9
5	Surrey Quays to Crofton Park	10	8	10
35	Crofton Park to Ladywell	3	15	11
21	Bellingham	17	7	12
2	New Cross to Blackheath	7	16	13
10	Sydenham to Grove Park	11	13	14
30	Hither Green to Catford B	19	11	15
4	Deptford to Brockley	16	14	16
36	Catford to Lee	13	19	17
27	Lee High Road	14	20	18
24	Cold Blow Lane	18	18	19
3	Hatcham Park Road	20	17	20
7	Elverson Road to Blackheath	21	21	21

Active Travel Routes

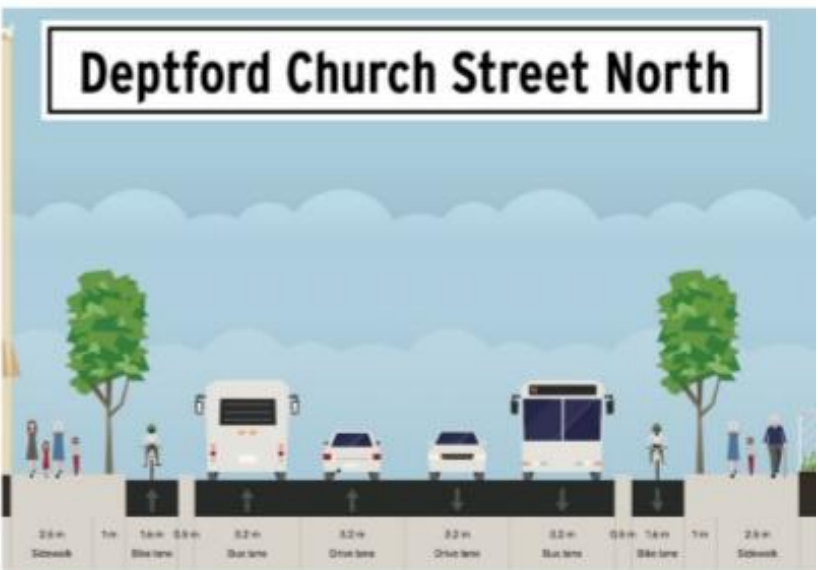
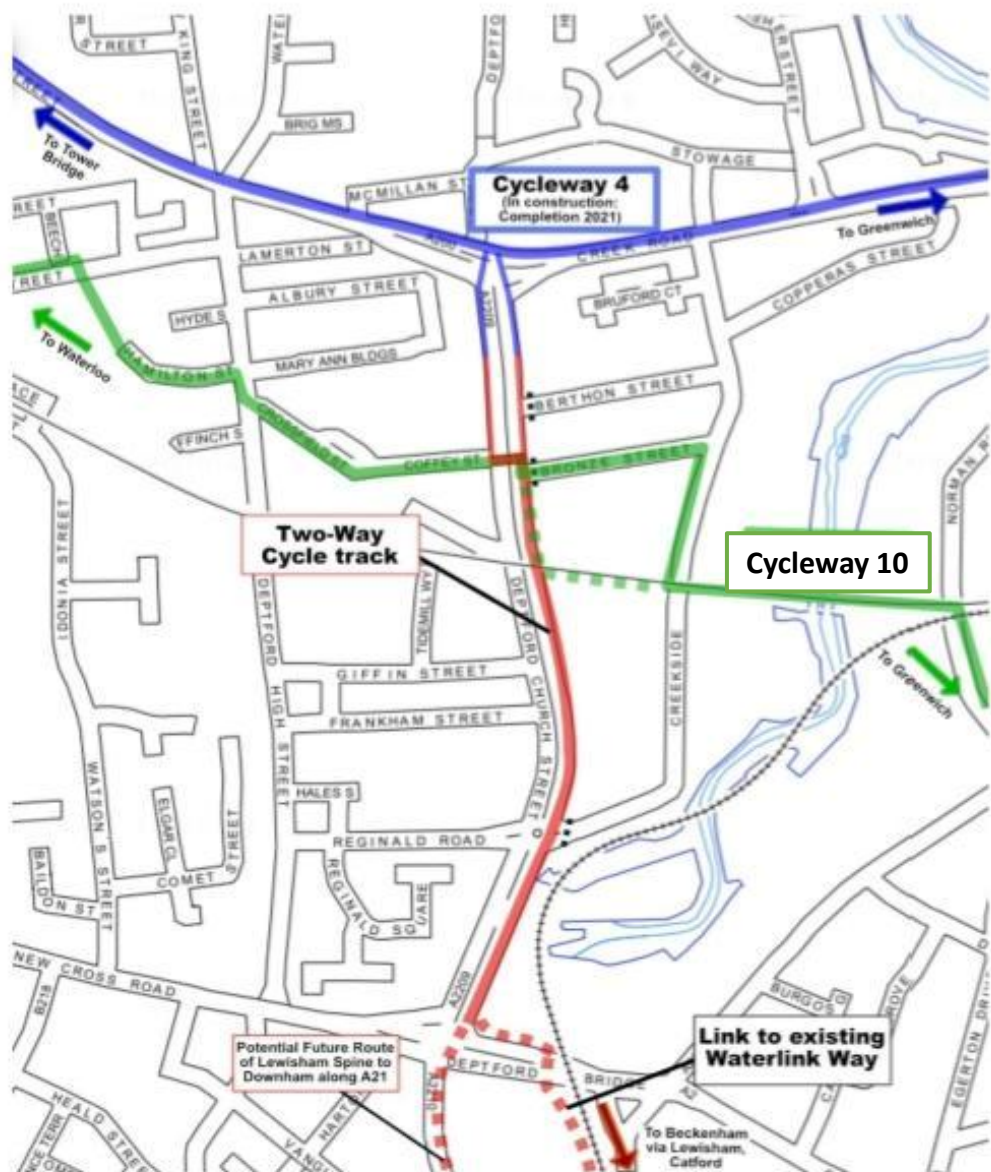
- **Deliver 30km of new or upgraded active travel routes by 2030** - Council targets need to be higher than in their Active Travel Strategy to drive modal shift towards Active Travel.
- **10km of protected cycle lanes on main roads** including extending the successful bike tracks in Deptford Church Street to continue the Lewisham Spine along Brookmill Road, Molesworth Street and Lewisham High Street to Lewisham Hospital.
- **20km network of quieter safe cycle routes**, predominantly on back-streets, including safe crossings of main roads, e.g. Grove Park to Lee; Catford-Forest Hill (via Elm Lane).

Safe Cycle Routes

Target: Build 10km of protected cycle lanes on key main roads



Deptford Church Street – nearly here



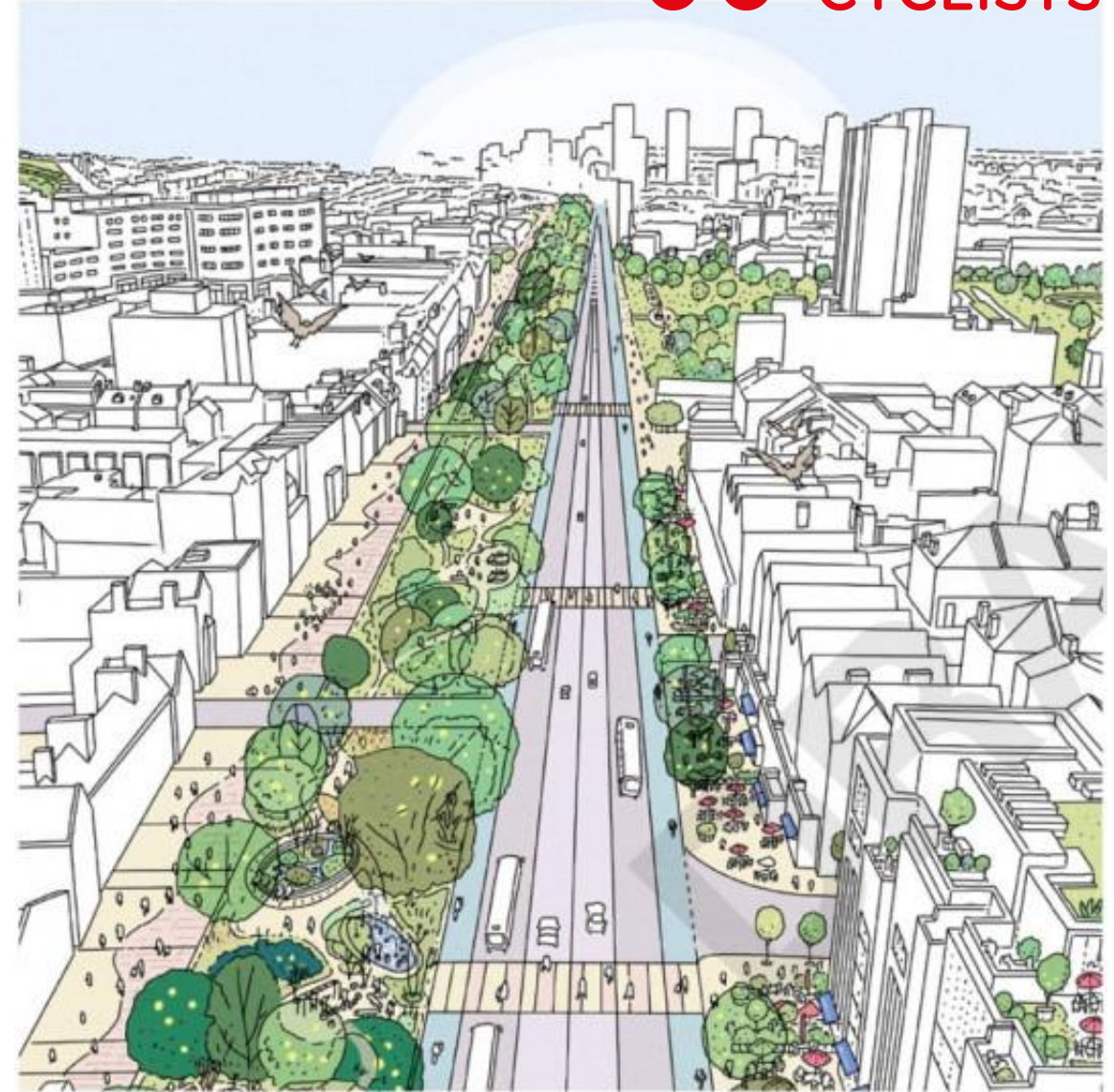
Deptford Church Street – nearly here



Brookmill Road? Burnt Ash Road?



A21 Lewisham Spine?



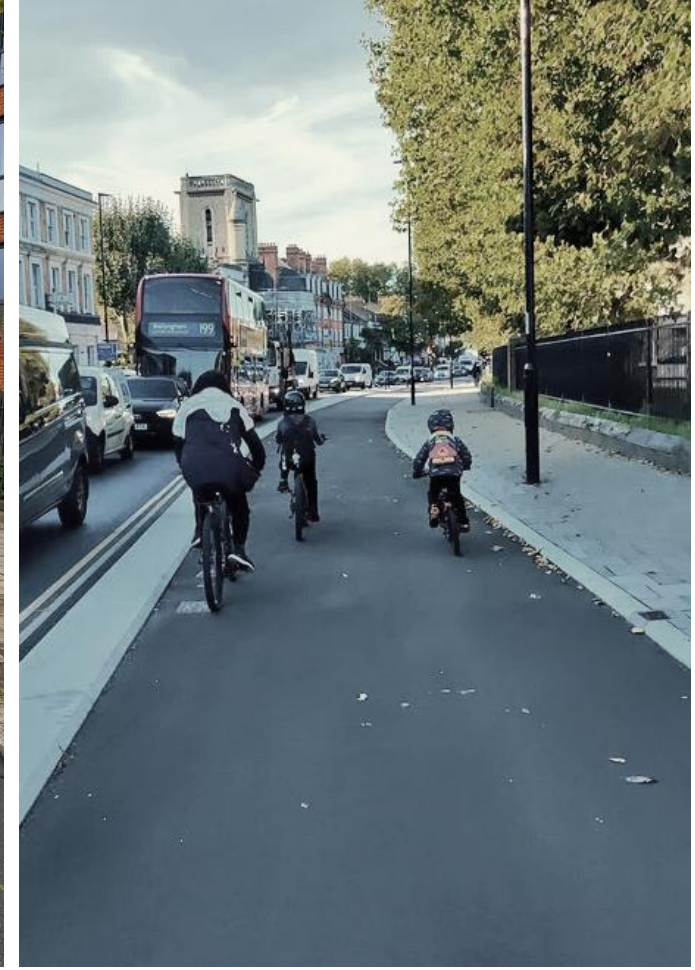
A vision for part of the A21 in the context of
LB Lewisham

Catford Bridge & Town Centre 2026?

- Two Cycle Tracks East-West
- Segregated Cycle lane on A21 Rushey Green
- Bus Stop Bypasses and cycle gates
- No cantilever bridge (yet)



Enabling all ability journeys – Cycleway 4



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Liveable Neighbourhoods

Accelerate the Council's Healthy Neighbourhood programme with six more, additional to

- the three already planned, by 2030 - current targets are not going to be enough to move into the top 10 boroughs on the Healthy Streets Scorecard.
- There are issues with excessive through traffic in many residential areas across Lewisham which need to be urgently addressed.

Safe Cycle Routes

Target:

Quiet Cycle Routes Through Liveable Neighbourhoods

Deliver Top 6 Active travel routes
within 4 years

- Grove Park - Blackheath
- Grove Park - Lee
- Crofton – Catford
- Hither Green – Catford
- Forest Hill – Lee
- New Cross - Sydenham



 **LEWISHAM
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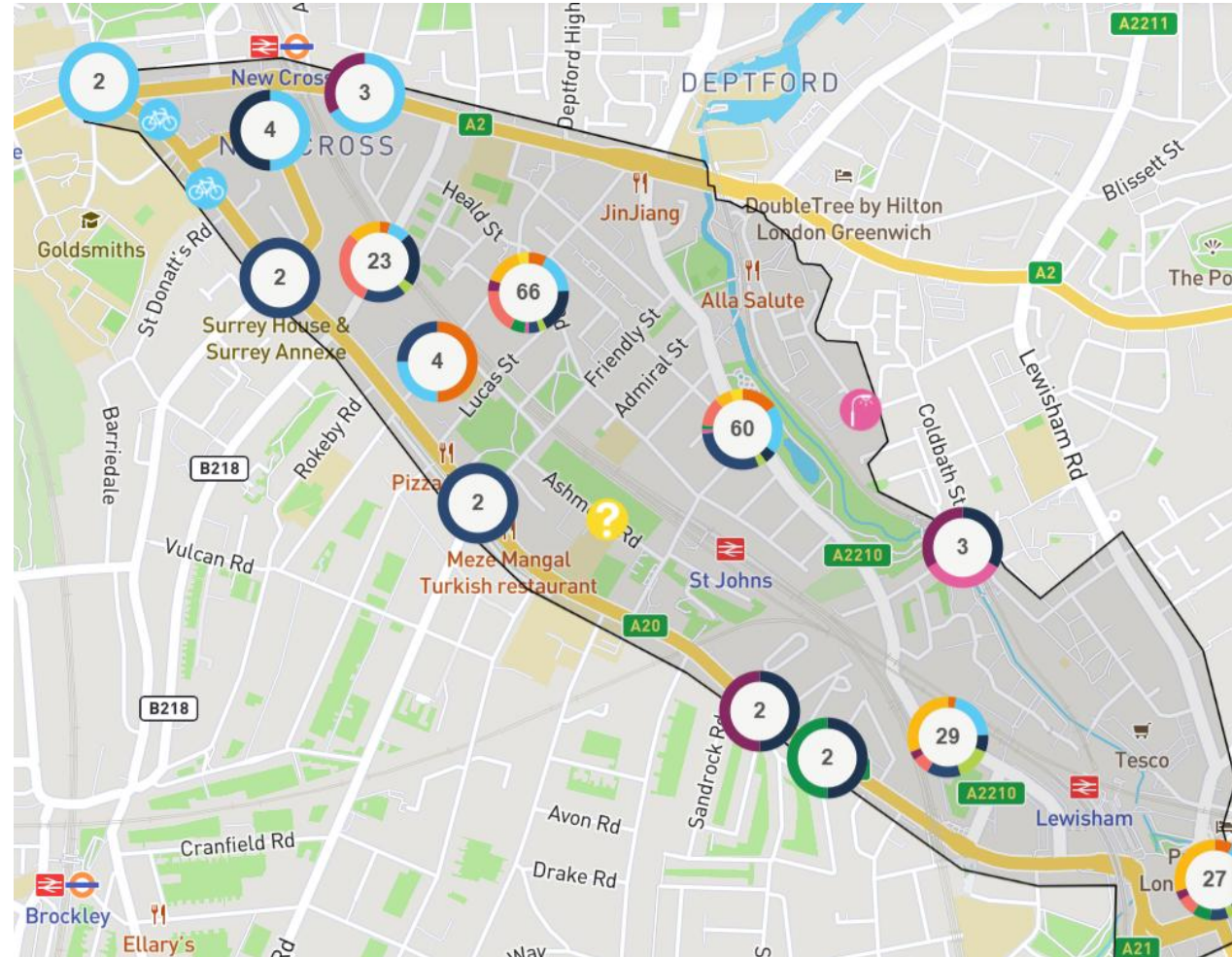
Liveable Neighbourhoods

Target:

Enable shift to active travel and enhance the public realm

- School streets
- Secure cycle parking (500 additional Cycle Hangers)
- Traffic reduction using modal filters
- Enable **two-way cycling** on one-way streets (20 conversions).

St Johns & Tanner's Hill HNS



School Streets



- 48 implemented, more coming
- We believe effective school streets can:
- Help reduce traffic and the pollution it causes.
- Create a safer environment for everyone travelling to and from school.
- Encourage travel to school by sustainable and active modes; especially walking, scooting and cycling.

<https://lewishamcyclists.org.uk/lewisham-school-streets/>



Build on the Council's successful School Streets programme

- Provide genuine Safe Routes to school across each school's main catchment area
- ensuring these school streets are not an 'island' but are connected to a network of safe cycling routes e.g. using the successfully filtered Cold Blow Lane and our proposed Catford to Forest Hill cycle route to link to nearby school streets
- Expand zones around schools to end parking displacement

Modal Filters – Cold Blow Lane

- Potential cycle route connecting New Cross Gate & New Cross now much safer
- Now to be made permanent with ANPR cameras.
- increase in people on bikes vs pre pandemic



Modal Filters - Cold Blow Lane



One way streets two way conversion



Amersham Vale (New Cross)
12 conversions in 2024/25. More needed in next 4 years

Grove Park Bike Bus



NEWS

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Bike bus helps children get to school safely



DONNA FORD

The children ring all their bells together as they arrive at school

At a glance

- Families in south-east London have set-up a weekly bike bus to help children get to school safely
- Having started with 13 participants, it now has 85 people involved

Develop a program of monthly car-free days

- In specific residential areas across Lewisham, maybe on rotation Ward by Ward.



Work with Network Rail and TFL to remove the obstacle presented by stepped railway bridges in the borough

- e.g. the Railway Children Walk bridge, Bellingham Play Park bridge and Dacres Road/Sydenham Park,
- Put in place a plan for ramps/lifts to make the crossings fully accessible enabling key East-West quiet active travel routes across the borough.



Work with Network Rail, Southeastern and TFL to provide secure cycle parking at major stations in the borough



Work with Network Rail, Southeastern and TFL to provide secure cycle parking at major stations in the borough

Tower Hamlets to host London's first on-demand Bikehangars



CycleHoop On-Demand Hangars in Whitechapel, Tower Hamlets

Tower Hamlets Council, in partnership with Cyclehoop, announced today the installation of four new on-demand secure Bikehangars, the first of their kind in London. Located on Durward Street, near Whitechapel Station and the Whitechapel Sports Centre, these innovative units are the first in London to offer the new Trips service. Managed entirely within the Cyclehoop smartphone app, Trips allows users to find, book, access, and pay for secure bike parking.

The introduction of this service aims to remove a significant barrier to cycling in the borough: the lack of secure destination parking. By making it easier for people to park their bikes safely and securely, the Trips Bikehangars will encourage more residents and visitors to choose active travel over cars, helping to reduce congestion and improve air quality.

Cyclehoop Bikehangars, with their innovative locking mechanism, are Sold Secure Powered Cycle Diamond accredited, the highest security rating available. Their innovative design makes them resistant to angle grinder attacks, giving customers peace of mind that their bike is parked as securely as possible.

People will be able to park their bikes securely from **50p for 2 hours** increasing to **£1 for 12 hours**. This pricing structure is designed to suit different use cases from people visiting the gym through to commuting for the workday.

Councillor Shafi Ahmed, Cabinet Member for Environment and the Climate Emergency said:

"I'm proud that Tower Hamlets is the first place in London to benefit from this pioneering bike parking solution. The council is committed to making cycling a safer, more practical choice for our residents, and this innovation is a clear step towards that goal.

Launching it on Car Free Day makes the message even stronger. We want to encourage people to choose active, sustainable forms of travel over cars. With secure parking right by Whitechapel Station, the Royal London Hospital, the Town Hall, Whitechapel Sports Centre, Whitechapel Market and the Idea Store, cyclists will have peace of mind while accessing some of the borough's busiest destinations."

Anthony Lau, Founder and Design Director at Cyclehoop, said:

"We know that worrying about bike security stops many people from cycling. That's why we're so excited about this project. Our vision is a future where a network of on-demand Bikehangars makes it easy for everyone to choose cycling, safe in the knowledge their bike will be there when they get back."

Cycle storage and parking

- **500 new secure Cycle Hangers by 2030** - significant progress has been made in the current electoral term but in most areas demand still isn't being met.
- **suppressed demand is inhibiting many residents from active travelling.** Secure storage is also essential in preventing cycle theft as many of those who lose their bicycle never ride again.
- **Instruct Lewisham Homes to consult with all its residents on their needs for cycle hangers and follow up with a programme of installations.** Many historic Council flats and housing developments were not provided with secure cycle parking.



Cycle storage and parking

- **Every community building, pub and supermarket to have a minimum of two standard 'Sheffield' stands within 10m by 2030**
 - there are still many gaps in on-street cycle parking
 - deters people from cycling to the shops, social engagements etc.
 - Cycles end up being insecurely locked to street furniture and obstructing footways.
- **Develop a programme to roll-out cargo cycle hangers –**
 - cargo cycles for business and family use demonstrably reduce motor vehicle journeys.
 - Secure storage is a challenge for all but those with the largest properties or premises.



Embrace Shared Micromobility

Target: Bring bike and scooter hire services to Lewisham



Bring TfL London Hire Bikes docking station(s) to the Deptford area.

- Funded from S106 contributions from the massive, but poorly connected, Convoys Wharf development and other local developments.
- Capitalizing on the recent construction of Cycleway 4 and proposed new cycleway scheme on Deptford Church Street.

Support the growth of dockless bicycles and current trials of eScooters.

- Introduce regulations to manage their safe parking and work collaboratively with neighbouring boroughs, and TfL, to ensure services are continuous across borough boundaries.

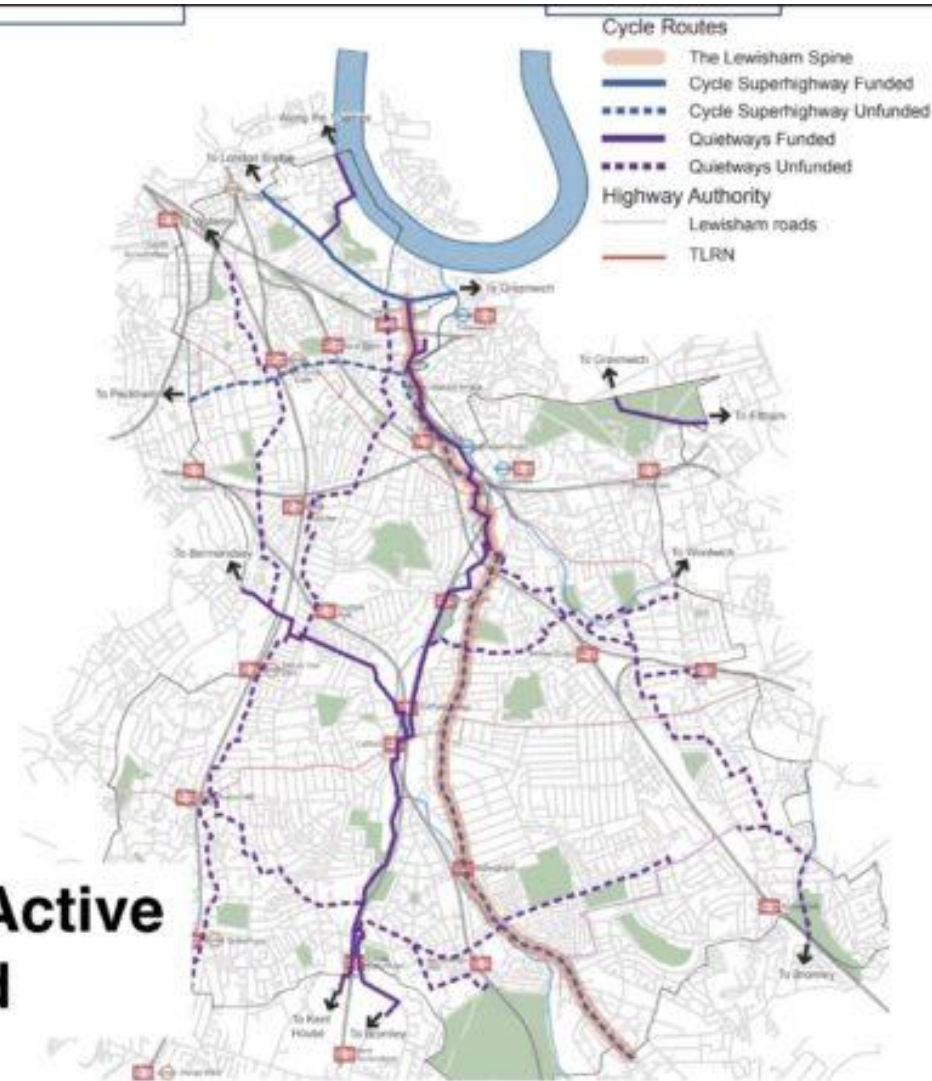
Dedicated Active Travel Fund

Target:

Commit consistent funds to enabling active travel

Allocate a defined proportion of Highways budget plus contributions from S106 and NCIL Borough-wide funds to a dedicated active travel fund.

- Additional to TfL LIP funding which is not currently assured.
- Enable an ongoing pipeline of active travel schemes. Eliminate historic stop/start in these activities.



Shared micro-mobility

- **We strongly support dockless cycles** as we believe they make a significant and growing contribution towards active travel.
- They are also bringing a much **broader demographic towards cycling in Lewisham**.
- **Establish more than one viable supplier of dockless eCycles in the borough** - ensuring riders have more than one option and there is effective price competition.



Shared micro-mobility

- Encourage alternative charging structures more oriented towards distance-charging as there is a concern that riders may be riding faster than necessary because they are trying to minimise their time-related costs.
- Explore with operators the option of offering subsidised hire costs for people claiming Universal Credit.

Dockless cycle hire is about to become the same price as a bus fare in Hackney

Renting a dockless e-bike will cost the same as a single bus fare, following a new agreement between Hackney Council and operators Lime and Voi.

The five-year contracts, launching next week, are designed to make cycling more affordable and accessible for a wider range of residents, while also providing tougher measures to tackle bikes blocking pavements and improve rider behaviour.

From 1 October, Voi rides within Hackney will be capped at £1.75 for 30 minutes - the same price as a London bus fare. Lime will offer new discounted rides through a LimePass+ option, allowing riders to buy an unlimited monthly pass for £45, which caps every ride at £1.

Lower-income residents and key workers can also benefit from Lime Access, which will offer a 70% discount.

These changes will bring down the average price of a 30-minute e-bike ride from £3.99 to £1.75, making it one of the most affordable transport options in London.

Lime, which has operated in Hackney since 2022, will continue under a new contract, while Voi will begin operating in the borough for the first time.

As part of the agreement, both operators will introduce a wider variety of bikes, including lighter models for easier riding, e-bikes with child seats, and e-cargo bikes for transporting bigger loads such as shopping or small furniture.

It comes as part of the Council's efforts to support more residents and visitors to choose cycling, by making it a convenient and accessible everyday transport choice.

The contract also includes tougher measures to monitor parking compliance and hold the operators to account if any issues are identified. By the end of 2026, the council will have created 400 designated dockless bike parking bays across the borough, where riders will be required to end their trips.

Operators are introducing new GPS technology, which will guide riders to available spaces and improve parking accuracy to within a centimetre, ensuring bikes are parked correctly within available bays.

To help residents build their confidence and take up cycling as part of their daily journeys, the partnership will offer free cycle training for people of all ages and abilities, as well as free cycling events and grants for community organisations.

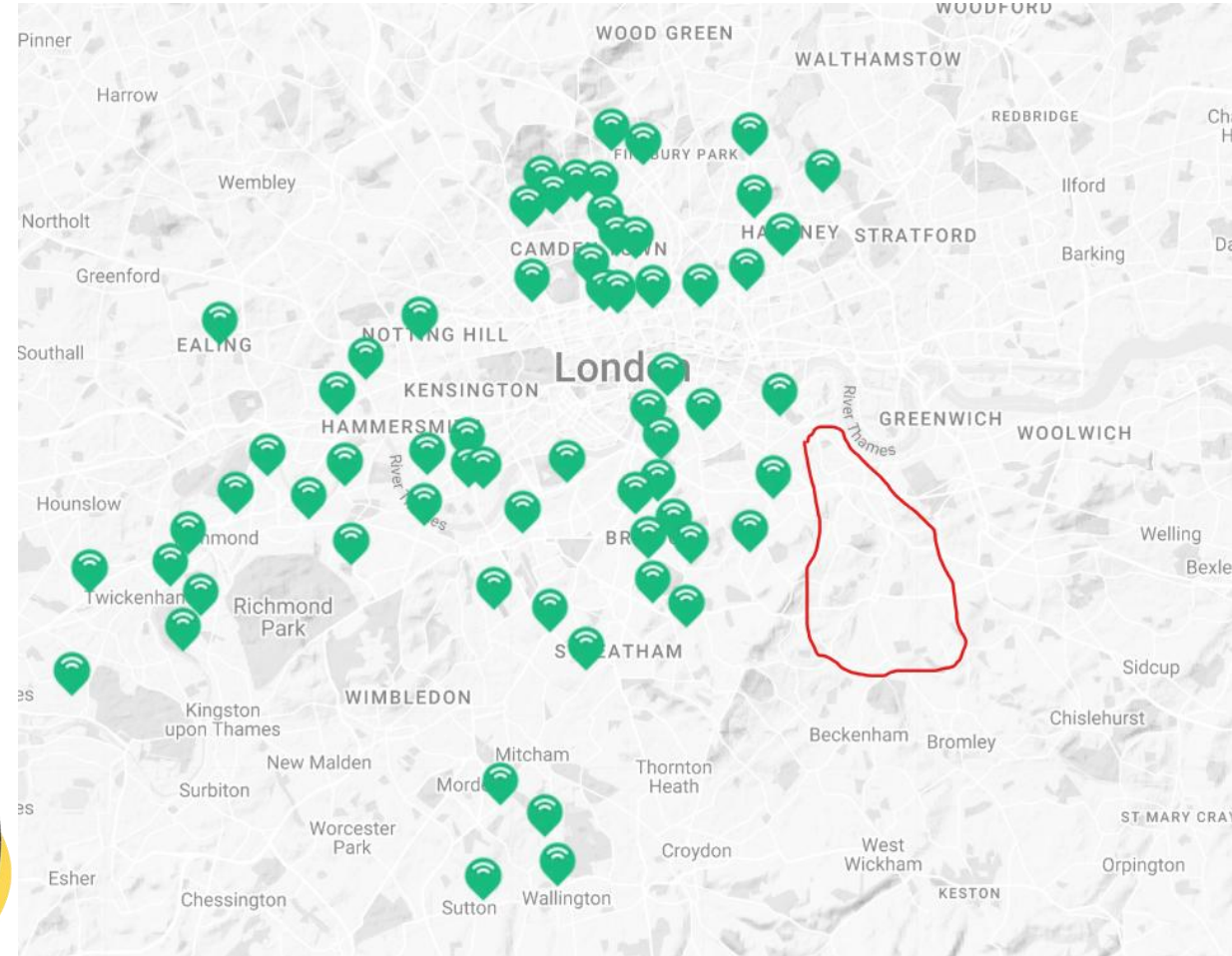
Shared micro-mobility

- **Extend dockless parking bay provision from one every 300m to more like one every 100m –**
 - this would improve parking behaviour and increase capacity for storage.
 - Use resident permit bays in areas where permit parking pressures are lower and dockless bays currently aren't available
- **Extending parking bay provision should be built-in to all new/updated contracts with dockless cycle providers.**
 - Door to door convenience is one of the big attractions of these cycles so to be fully effective the bays need to be much closer together.
 - Work with Lewisham Homes and existing freeholders to provide more bays in housing estates
- **Work together with TfL and all Dockless Operators to provide a standardised service area and parking rules across London.**
 - E.g. Bays on TLRN?
- **Support and encourage third party operators providing Cargo Cycle hire schemes for both businesses and consumers.**
 - These schemes have clear potential to reduce motor vehicle usage across the borough.



Shared micro-mobility

- Support and encourage third party operators providing Cargo Cycle hire schemes for both businesses and consumers.
 - These schemes have clear potential to reduce motor vehicle usage across the borough.



Expand Cycle Training:

Fund significantly more cycle training, particularly for adults for whom training has been very limited in Lewisham recently.

- Going beyond the TfL Local Implementation Plan Cycle Training funds by also using other funding sources within the Council, as has been done by other inner London boroughs. Targeting additional funding of £40K/annum which should provide 50% more training.
- Including some targeted outreach to under-represented groups (women, older people, black and minority ethnic communities).
- Request supplementary funding from dockless cycle providers to train riders thereby improving their safety and road awareness. This is urgently needed for Lime riders who are particularly vulnerable in traffic on an unfamiliarly powerful machine.

Funding for these Manifesto proposals

The Council has many funding streams, however historically most of the funding for cycle-related improvements has come from TfL Local Implementation Plan funds. Positive progress in expanding funding has been made with the recent creation of the Active Travel Fund, but we believe more could still be done to utilise funds from other sources.

- Allocate higher proportions of capital expenditure for highway and street improvements to projects that stimulate active travel.
- Ensure any public realm improvements include active travel spaces and properly link to adjacent cycling corridors.
- Allocate more funds from the Council's portfolio including Planning developments (Section 106 & Neighbourhood Community Infrastructure Levy), Highways, Regeneration/Environment, Local Implementation Plan (LIP) and Transport for London to the successful Active Travel Fund.

Groups we work with



Healthy neighbourhood



**SOUTHWARK
CYCLISTS**



Acknowledgements

Big thanks to everyone who's got involved in Campaigning this year;

Brian

Tim

Jane

John

Matt

Jorge

Judith

Rosemary

Anna

Katie

Paul

Ivan

Vanessa

Tom

Jacks

Nigel

How to find out more?



linktr.ee/lewishamcyclists



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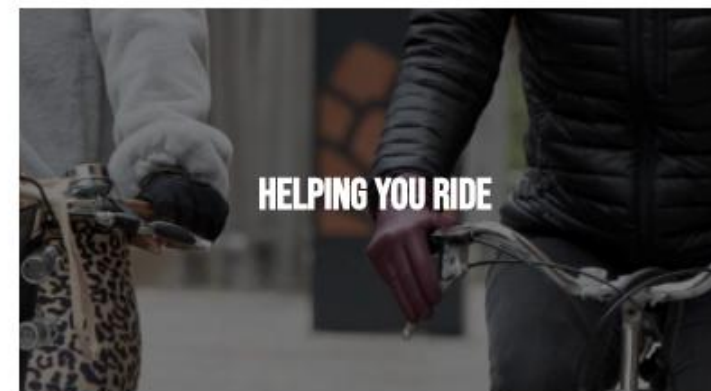
Part of the London Cycling Campaign, working to get more people cycling in the borough of Lewisham

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Lewisham Cyclists is the local group of the London Cycling Campaign in the borough of Lewisham.

We are a friendly and diverse group of over 700 cyclists from across Lewisham borough. We work towards making cycling accessible for all by supporting people to cycle in Lewisham, as well as campaigning for improvements to our streets and public spaces.



BIKE REPAIR WORKSHOPS

We organise a range of bike maintenance and repair sessions. Whether you're looking for a qualified mechanic to check over your bike or want to learn the skills needed to maintain your own bike, we'll likely have a session that is right for you.

You can find out more about the different types of sessions we run below:

CYCLE BUDDY SCHEME

If you want build your experience and confidence cycling on London's roads, we can pair you with a more experienced cyclist from your local area.

A Cycle Buddy can help you:

- find quiet local streets, where you can practice and build confidence
- find and try out new routes

SAFE LOCAL ROUTES

Looking for some advice on where to ride?

We have collected some local rides we recommend, both in the borough and further afield.

[SHOW ME THE WAY](#)