

About Lewisham Cyclists

Lewisham Cyclists (LC) are the local borough group of the London Cycling Campaign (LCC) with more than 3000 supporters of whom over 650 are fully paid-up members of LCC. We speak up on behalf of everyone who cycles or wants to cycle in the London Borough of Lewisham and its adjacent local parks; and we speak up for a greener, healthier, happier and better-connected capital.

Our proposals for inclusion in political party Manifestos for May 2026 elections

Our Group have developed the following proposals designed to further stimulate active travel and improve the lived environment across Lewisham. These proposals are intended to be a basis for a constructive discussion with each political party on final proposals for inclusion in their Manifestos.

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).

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.
- Build on the Council's successful School Streets programme with 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.
- Develop a program of monthly car-free days for 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 - i.e. the Railway Children's bridge, Bellingham Play Park bridge and Dacres Road/Sydenham Park, to 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.

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 and the 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.
- 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 which 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.

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. 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.
- 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. 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 together with TfL and all Dockless Operators to provide a standardised service area and parking rules across London.

- 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.

Lewisham Cyclists Committee 9/9/25