

## Agenda for Lewisham Cyclists Monthly Meeting

6.30pm Wednesday 15<sup>th</sup> March

Lewisham Civic Centre, Catford Road, SE6 4RU

All are welcome at the Lewisham Cyclists (LC) monthly meeting. These meetings are fairly informal and it's a good opportunity to hear about the current local campaigns and influence their direction.

- 1) Apologies and Welcome.
- 2) Actions from Minutes of last monthly meeting on 18<sup>th</sup> Jan: <http://lewishamcyclists.co.uk/minutes/>
- 3) Other issues & projects - additional to those covered in 2):
  - a. Quick Wins – 'Railway Walk' in Grove Park.
  - b. Response to Len Duvall's office's letter to Cllr Ingleby after meetings in Dec/Jan. (See Appendix A below)
  - c. 'Awards for All England' Application for funding for Deptford cycle maintenance project and cargo bike.
  - d. Hilly Fields Dr Bike and related costs (See Appendix B below)
- 4) A.O.B.

Tim C. (Secretary)

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### Appendix A

**From:** Susan Jeary <[Susan.Jeary@london.gov.uk](mailto:Susan.Jeary@london.gov.uk)>

**Date:** 6 February 2017 at 15:36:48 GMT

**To:** "Ingleby, Cllr\_Mark" <[Cllr\\_Mark.Ingleby@lewisham.gov.uk](mailto:Cllr_Mark.Ingleby@lewisham.gov.uk)>

**Subject:** Cycling

Dear Mark

Len has now received a response from TfL to the enquiries he made on your behalf about cycling in Lewisham.

Here it is.

Our new Business Plan allocated over £2bn funding to a "Healthy Streets" portfolio of work. The portfolio is comprised of Local Implementation Plan (LIP) discretionary funding and around 135 projects, including the Cycle Superhighways, Quietways and Mini-Hollands.

We are currently working with LB Lewisham to deliver a new Quietway route between Canada Water and the Thames Path, which is an extension of Quietway 14 from Southwark to Canada Water. The plan is to build on the success of Quietway 1 and have a continuous Quietway for over 20km from the central London Grid to Bexley via the Thames Path. We are also working closely with LB Lewisham to deliver Phase 1 of Cycle Superhighway 4. Proposals consist of a fully segregated 5.3km two-way cycle track between Tower Bridge Road and Greenwich. The current design proposals for the Lewisham section of Phase 1 involves a two way cycle track on Evelyn Street. Public consultation for Phase 1 is currently scheduled for summer 2017, with construction scheduled for 2019/2020.

While there is no funding for new Mini-Hollands in the plan, we do intend to invest in more compact "Liveable Neighbourhoods". We envisage these neighbourhoods will provide attractive, accessible and people-friendly streets where everybody can enjoy spending time and being physically active. We would therefore be happy to meet with LB Lewisham officers to talk about a potential future Liveable Neighbourhoods scheme in the borough.

To support the Healthy Streets investment, we are carrying out a detailed analysis of demand and opportunity entitled: 'Analysis to Deliver a Strategic Cycle Network'. The Analysis will help us and the borough to plan for cycling over the next 25 years in order to achieve the objectives set out in the Mayor's Transport Strategy. The Analysis uses the latest modelling and data to identify where in London there is highest (current and future) potential for cycling, in addition to looking at population and employment growth, and accident risk among other factors. The Analysis then sets out the broad strategic connections where investment in cycling would achieve the greatest uptake of cycling.

The future development of cycling routes would need to be considered alongside the outcomes for other modes of transport, for instance buses. Our technical specialists, who have developed the Analysis, are planning to informally meet with a

selection of boroughs to share the methodology, the emerging results from the Analysis, and identify how boroughs would best use it in the future. We'd like to meet with officers from LB Lewisham to explain the Analysis further over the next few months.

Meanwhile, the developer led "H-junction" Lewisham Gateway scheme involves realigning the highway and diverts two rivers to facilitate the new development and improve the pedestrian link between the transport interchange and town centre. Planning permission was secured in 2008, and we approved a "capacity neutral" scheme. However, due to the economic climate, implementation was postponed until funding became available. Both the highway design and traffic modelling was updated in 2012 to achieve the best balance between the demands / impacts of all users in this constrained environment. Designing in segregated cycling facilities proved to be a challenge. Highway construction is now almost complete. The full pedestrian benefits are unlikely to be realised before 2021 when the development is complete and the area in the centre is accessible to the public. There are minor delays, as predicted, to buses and general traffic that we hope will reduce when SCOOT technology is implemented at the junction by the end of the financial year.

Cyclists are using the junction but there is a desire for the level of service to be improved in line with the current London Cycle Design Standards, which were launched in 2015, subject to funding being made available. Following a site visit in November 2016, the developer has agreed to implement some minor improvements to cycle provision in the near future. Conversations between us, LB Lewisham, the developer and the local cycle group on this are ongoing.

He suggests that you might be able to chat about it when you have talked about the ward matters this evening.

Sue

Susan Jeary  
Research Support Officer to  
Len Duvall GLA Member for Greenwich & Lewisham

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## Appendix B

### Brockley Fair (Hilly Fields)

We've run a Dr Bike & information stall at Hilly Fields for several years now. The overall event is bit of a glorified boot fair and I suspect that in consequence our clients think in terms of multiples of single pounds when making donations rather than multiples (or sometimes singles) of £5.00 which we often get elsewhere.

Last year might be thought of as a bit pricey - £412 net cost which approaches one fifth of our total annual expenditure. If the mechanics hourly charge could be bought down to a lower level then this would be less of a problem.

Do we wish to book a pitch again this year?

	<i>mechanics</i>	<i>mechanics</i>	<i>pitch</i>	<i>total</i>	<i>jumble &amp;</i>	<i>net</i>	<i>mech. cost</i>
		<i>charge</i>	<i>cost</i>	<i>cost</i>	<i>donations</i>	<i>cost</i>	<i>per hour</i>
2012	Radek & Tadeusz	300	40	<b>340</b>	0	<b>340</b>	£25
2013	Radek & 1 other	300	40	<b>340</b>	94	<b>246</b>	£25
2014	Seb?	175	60	<b>235</b>	116	<b>119</b>	£25
2015	Seb & 1 other	250	60	<b>310</b>	103	<b>207</b>	£25
2016	CTUK	400	60	<b>460</b>	48	<b>412</b>	£40