

Minutes of Monthly Meeting of Lewisham Cyclists (LC)

held at Lewisham Civic Centre

Wednesday 15th March 2017 6.30pm

1) **Present:** Tim Collingridge (Secretary), Jane Davis (Co-Ordinator), John Phillips (Treasurer), Cllr Mark Ingleby, Bob Robertson, Brian Turpin, Roger Stocker, Ian Welsby, Rik Andrew, Alex Raha, James Soteriou.

Apologies: None.

2) **Actions from Minutes of last monthly meeting:**

a) **Quietway 1 (Q1) Post Implementation Review.**

On Thursday 27th October we did an on-street survey of 51 riders passing through the Trundleys Road junction on Q1 to ascertain how they find the new junction design compared to the old one. Jane then produced the questionnaire as an online Survey Monkey to give further users an opportunity to respond. The survey is here: <https://www.surveymonkey.co.uk/r/WJC9PSB>

Action: Jane to close the survey now.

Action: Tim to collate additional responses for further discussion at the next LC meeting.

b) **Lewisham Spine (A21) Project.**

At the October meeting we briefly discussed how we could keep up the momentum on the A21 Project. It was suggested that a LBL motion solely concerning the A21 would be a good way forward. Mark subsequently prepared the following motion for the Council meeting on Wednesday 22nd February 7.30 pm:

<http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=138&Mid=4255>

This motion was moved by Councillor Ingleby and seconded by Councillor Smith. Following a contribution from Councillors Curran, the motion was then put to the vote and declared to be unanimously carried.

RESOLVED that the following motion be agreed:

“One of the key findings of the 2015 Sustainable Development Select Committee Modern Roads Review was that cycling should play an important role in delivering a modern roads network for Lewisham in the 21st century. Yet only 2% of journeys in Lewisham are made by bicycle at the moment – lower than comparable boroughs - because LBL lacks high quality cycle routes along any of its main distributor roads, and our one existing through route, the Waterlink Way, will not support or deliver greater numbers, especially at peak times.

The report's recommendations included several promoting cycling in the borough, including:

That any future re-design of the Catford Gyratory (A205/A21) incorporates the needs of cyclists and pedestrians from the beginning of the process

That the Council considers the full range of different cycle-friendly road designs that radically improve the safety and environment for cyclists including recently implemented exemplar junction schemes in other London boroughs.

In the light of these recommendations, and of the acknowledged need to increase significantly cycling's modal share in Lewisham it is proposed that the council work on a plan with TfL for the development of a safe segregated cycle route through the borough along the A21, running from Downham to Deptford, connecting to the Cycle Superhighway 4 on the A200 (and Quietway 1).

This route will help to link up existing cycle routes through the borough to the east and west, such as the Waterlink Way, CS4 and LCN 22.

This single route would not only provide a fast and effective link for those cycling to central London, but would also better connect the communities of Lewisham to its main town centres, as well as neighbouring boroughs of Greenwich, Southwark and Bromley. The consideration of the route will provide the strategic focus and backbone necessary for delivering a cycling vision for Lewisham, based on place-making.

Given the Mayor of London's recent promise to spend £770m on cycling initiatives, the Council asks the Mayor and Deputy Mayor to actively chase these opportunities for funding and joint working with

TfL to create the strategic A21 cycling artery that will drive the vision of Lewisham's cycling offer to London."

c) Cycle Superhighway 4 (London Bridge to Woolwich).

TfL (who are preparing the design on behalf of LBL) have prepared outline designs for the Lewisham section of CS4 apparently including a two-way cycle track on the North side of Evelyn St – our preferred solution. However we have not been given access to these designs.

Jane has recently contacted Simon Munk (LCC) to get a named contact at TfL that we can talk to about CS4.

Action: Mark to ask for access to CS4 plans via Simon Moss.

d) Lewisham Cyclists E-Bulletin.

Tim & Jane sent this out prior to the Annual Meeting.

e) Loampit Vale/Molesworth St – Cycle Track Formalisation by TfL.

Essentially formalising the shared pavements already implemented around the Lewisham Gateway and adjacent streets.

Tim replied with a query about the omission of the shared pavement between St Stephen's Grove and the northernmost Toucan on Lewisham Road.

Katherine Abraham (TfL) replied that this would be dealt with in a subsequent traffic order.

f) Lewisham Cycling Programme update (16/11/16) provided by Nick Harvey at LBL.

Specific queries from the previous monthly meeting were:

Thames Path – where they are 'looking to create a link to Q1 via Dragoon Road and Gosterwood Street' this would be better going via 'Canal Approach' if re-opening is achieved.

Bromley to Greenwich/Waterloo – Worsley Bridge Road to Waterlink Way. Need more detail about how this is envisaged to work e.g. signalised crossing.

Catford to Burgess Park – 'realign the route to come down Eddystone Road to a new Ped Cycle Toucan crossing'. Again need more detail about how this is envisaged to work.

Please refer to the minutes from the Annual Meeting for Nick's clarification on these points.

3) Other issues & projects:

a) Quick Wins – Grove Park/Downham 'Heritage Trail' comprising 'Railway Walk' in Grove Park and 'Woodland Walk' in Downham.

Mark & Alex have sent photos of the improvements needed on this route to Nick Harvey for Quick Win action given some spare 2016-2017 LBL budget. The interventions are generally straightforward e.g. dropped kerb installation, enhanced signage and removal (or substitution with cycle friendly designs) of impractical 'kissing gates'. Nick is apparently actively working on the project.

Action: LC to determine appropriate designs for cycle friendly barriers where still needed and tell Nick Harvey asap.

b) Response to Len Duvall's office's letter to Cllr Ingleby after meetings in Dec/Jan. (See Appendix A below).

The following potential points to be made in a response were raised in the meeting:

Why has CS4 seemingly been further delayed?

Can we be assured that there will be full consultation on CS4 with Stakeholders like LC prior to the full public consultation?

There is mention of meetings with LBL Officers to discuss potential Liveable Neighbourhoods in the borough. Will LC representative(s) be able to attend these meetings as well to provide constructive input into any initial plans?

While being very interested in the proposed 'Analysis to Deliver a Strategic Network' work, we want assurance that significant beneficial projects already identified in LBL will be able to proceed without being 'paused' while the analysis is done. We also would expect to be involved in meetings regarding the Analysis to provide our unique perspective on the opportunities in LBL.

Action: Brian to prepare a paragraph in response to the Lewisham Gateway section of the letter.

Action: Jane to prepare a response to the remaining sections of the letter.

Action: Tim to ask Nick Harvey for a map of the proposed Quietway routes that are mentioned in the letter and were presented to the Annual Meeting. Also establish a timescale for LBL/LC 'ride-overs' of the routes.

c) 'Awards for All England' Application for funding for Deptford cycle maintenance project and cargo bike.

Jane has put together an application for funding to support other Deptford Community Groups e.g. Deptford Folk, in increasing the proportion of local leisure journeys made by bike. The application for

funding includes monies for hosting family rides, running maintenance classes and purchase of cargo bike (probably electrically assisted). The cargo bike improves mobility of our Dr Bike tools and equipment, and is a good way of promoting the group and cycling in general. The funding will be awarded in around 12 weeks' time.

d) Brockley Fair (Hilly Fields) Dr Bike and related costs (See Appendix B below)

John commented that last year's event consumed a relatively large portion of our income for little return. He also said that at the end of the 2017-18 financial year we may not have any reserves at the current spending rate.

Jane said that the two mechanics for Brockley Fair were booked through CTUK and this made them considerably more expensive than if we booked them direct.

Roger suggested that we contact LBL (Liz Brooker or Alan Dowling) and ask if they could donate the Dr Bike service.

After some debate it was agreed to book a pitch for Brockley Fair as usual but only employ one mechanic this time.

4) A.O.B.

a) Report by Cllr Mark Ingleby on recent meeting with Will Norman (Mayoral Walking and Cycling Commissioner) & Len Duvall.

Local residents are apparently pushing a project to transform Drakefell Road with the establishment of a Cycle Hub on Gellatly Road.

Action: Jane to contact Cllr Luke Sorber to find out more about this project.

Mark also discussed the Lewisham Cycle Strategy and A21 Lewisham Spine Project with Will & Len.

Action: Jane to send latest version of Strategy to Mark so he can pass it 'informally' to Will Norman.

b) Thames Sewer works – Ha'Penny Hatch passage.

As a result of these works the Ha'Penny Hatch path to the east of the bridge (part of Quietway 1) is having to be temporarily moved northwards for a period of around 4 years. The, not to scale, plans suggest this path will be narrower than the existing path and have a dogleg in it.

Action: Jane to coordinate with Greenwich Cyclists and try to set up a meeting with Thames Water (or their contractor) to ensure this path is fit for purpose.

c) Donation from Joseph Davis

Joseph Davis generously donated £1K to Lewisham Cyclists in his will. The meeting agreed that this should be dedicated to the LC Cargo Bike fund.

d) Lewisham Cycle Strategy

There was a general discussion about how the Strategy being further developed by Project Centre (on behalf of LBL) needs to feed into other LBL plans like the Catford Town Centre plan and Air Quality Plan. It was agreed that this was the responsibility of Council Officers/Project Centre to make sure this happens.

We have been assured that we will be involved in meetings with Project Centre as part of the Strategy development which is expected to be out in 'draft' form in Autumn 2017.

Meeting closed around 8.15pm.

Next LC Monthly Meeting will be on Wednesday 19th April at Lewisham Civic Centre.

Appendix A

From: Susan Jeary <Susan.Jeary@london.gov.uk>

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

To: "Ingleby, Cllr_Mark" <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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 LONDONASSEMBLYLABOUR

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 &</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	340	0	340	£25
2013	Radek & 1 other	300	40	340	94	246	£25
2014	Seb?	175	60	235	116	119	£25
2015	Seb & 1 other	250	60	310	103	207	£25
2016	CTUK	400	60	460	48	412	£40

Appendix A

Lewisham Cycling programme update 16/11/16

Station Cycle parking.

At the beginning of November we installed a 36 space sheltered rack at Brockley train station with solar lighting and maintenance stand and integrated air pump. This is the 3rd such shelter to be installed following installations at Honor Oak station and Blackheath station.

We have also added CCTV to the Honor Oak location to improve the perception of security at this location.

Other rail stations highlighted for improved parking are
Catford and Catford Bridge
Hither Green
Forest Hill
Lewisham
Deptford

These sites will need to be assessed for suitable locations and may require larger projects to complete before locations become available such as at Lewisham, Catford and Deptford.

Residential Cycle Parking

We have continued to work with housing associations to install hangers at numerous locations across multiple sites see www.cyclehoop for current locations.

While we have a successful installation programme on housing association sites. On highway sites have been more problematic due to issues around consultation, traffic orders, conservation areas and suitable long term locations for the units. No are these issues are unresolvable but do require a level of management that we do not currently have in house. As such we have now joined with Southwark Council to build a joint tender to a provider to be able to manage the whole process of on and off road installations of hangers.

We are hopeful to have a contractor appointed in the New Year with the first on road units being installed spring 2017.

Sheffield stand parking and public pumps

We continue to install hoop style parking and pumps in suitable locations, any locations that member can recommend would be welcomed.

Infrastructure

Quietway 1

Now open and operating successfully, TfL are monitoring use with results of increased use to follow.

Several issues have been identified and are being investigated to further improve the route. The Childers St section of the route which was put on hold due to surrounding developments. We now are looking to implement. We are starting to discuss the implementation of the route with local residents and hoping to start early New Year.

Other Quietway (delivery 2018)

We have been working with TfL on 4 further Quietway routes that pass through Lewisham. These are

Kent House Station to Greenwich

Following the Waterlink way. We will be looking to tackle the big barriers on the route such as Southend lane and Halfords car park along with smaller improvements such as surfacing and path widening along section of the route.

Thames Path

Following the existing route along Prince Street the route consists of minor improvements to the route. Long term alignment being through the Convoys Wharf site, we are also looking to create a link to Q1 via dragoon road and Gosterwood Street

Bromley to Greenwich/Waterloo

As well as looking at the crossing on Southend Lane on the Waterlink way we are also looking to create a link the other side of the low bridge on Worsley Bridge Road allowing cyclist to join the Waterlink way via the foot and cycle tunnel on Moremead Road.

Catford to Burgess Park

Improving the LCN 22 at Manwood Road junction and Crofton park junction, improving the Eddystone Bridge Surface and as part of the Honor Oak corridor LIP scheme looking to realign the route to come down Eddystone Road to a new Ped cycle Toucan crossing. Allowing better access to the route for cycles coming from Ladywell road.

CS4

Lewisham supported Lewisham Cyclists opinion that a segregated design CS4 was by far the best option for the Lewisham section of the route. TfL leading on design have currently produced an outline design of a 2 way segregated track on the northern side of Evelyn Street. This design requires some significant Land Take, to be able to implement, TfL are currently investigating this issue amongst others. We are hopeful that a solution can be found and CS4 can be built, with likely timescales for delivery being 2018/2019

A21

We have indicated our desire to provide significant Cycling infrastructure down the A21 to TfL. Currently there is no funding attributed to such a scheme. Update as and when this changes.

Cycling Strategy

Mayor and Cabinet at the November meeting agreed to produce a standalone cycling Strategy for Lewisham. We are developing the strategy which will include the opportunity for members of the public to feed into. With Formal adoption of the Strategy to coincide with the new LIP so both documents work in unison.