

Lewisham Cyclists Group Response to Lewisham Draft Cycling Strategy

Many thanks to everyone for all their hard work on this draft. Lewisham Cyclists have discussed this at meetings and online and have collated this response from the comments made by many of our members.

We welcome the initiative the council has begun with this strategy and welcome the highlighted targets and commitments to actual changes and actions contained in the Strategy, such as the A21 Lewisham Spine.

Timescales

We appreciate some time scales for implementation of necessary infrastructure and other measures have been brought closer. Again, monitoring and review procedures need to ensure adherence to these.

Public Accountability

It is important that the strategy is reviewed annually, targets reviewed, updated and added to if necessary and that the public is consulted and informed. We would suggest that in order to facilitate public accountability, another key element that needs to be in the Strategy is a commitment to regular meetings (3 or 4 a year) between Officers, Cycle Champion and Stakeholder groups, such as Lewisham Cyclists, with feedback on activity on the key cycling (and walking) projects, 'quick Wins' and progress against the Strategy itself. The existence of these meetings would engender positive stakeholder relationships, and give officers opportunities to communicate more effectively with the public, and allow stakeholder groups to build public support for initiatives.

There is also little detail about funding and costing for what is planned. Where this information is available, it should be included in the strategy.

Equality and Inclusivity

It's clear the strategy is aimed at getting those who currently don't cycle to consider cycling as a possible mode of transport for them. It's important that any strategies and proposed infrastructure include provision for non standard cycles, such as cargo bikes and cycles adapted for those with disabilities.

Modal Filtering

More consideration needs to be given to filtering out rat-running traffic. Modal Filtering should be a key element of any Cycling strategy. We are aware that sometimes proposals for this can engender local opposition, but in many areas, it is absolutely imperative, not just for cycling, but to preserve

residential areas from becoming even more unpleasant and congested in the future. Modal Filtering is absolutely necessary to encourage those groups who currently don't cycle because volumes of rat running non local motor traffic are too high. Linking into funding for Liveable Neighbourhoods and the Healthy Streets initiative is key here and also needs to link into wider planning initiatives. E.g The Catford Plan area is bordered by residential areas to the south and north of central Catford which would benefit enormously from modal Filtering alongside the changes planned for the South Circular and town centre here. These benefits are again much wider than providing space for cycling. They would link in to targets in other areas, such as Public Health and Air Quality. The strategy should make these links clear and explicit.

The strategy provides a starting point for the council to build on. Key to its success are funding, monitoring and reviewing at regular stages, as well as developing initiatives in line with the latest good practice as exemplified in documents such as the LCDS, and the Road Danger Reduction Charter