

The following is a brief summary of speeches given to Lewisham Cyclists AGM on the 20th February 2008:-

Len Duval AM

- Seminal moment for cycling in London
- Cycle safely – clearer markings
- Better consultation – engagement
- Relations with council – not necessarily confrontational – Lewisham are not against cycling
- 20 mph announcement today in Lewisham about the Mayor supporting a default 20 mph speed limit

Q & A – Len supports the Thames Path completion of the “missing link”; TfL should liaise with boroughs on S106 funding to part fund cycling schemes; if boroughs have not delivered the cycling improvements in the next 4 years he would support the GLA taking control of these roads away from boroughs and giving control to TfL; Lewisham is not a ‘frustrator’ in the process of improving cycling facilities.

Darren Johnson AM

Greens currently hold the balance of power in the GLA, we should remember that it was only 5 years ago that TfL suggested cutting cycle expenditure to nil, key initiatives are LCN+; cycle theft initiatives; more cycle parking; cycle training and cycling awareness campaigns: Last year at Lewisham Cyclists AGM Darren asked what will be the ‘big vision’ would be? We now have the answer; a £500m, over then next 10 years, investment programme; 6000 hire bikes throughout London; key radial routes; bike zones around town centres. He went on to say that he does not think Lewisham has enough officer resources to deliver all the programmes TfL fund, not just cycling but the default 20 mph borough wide more staff would add value to these projects. Lewisham’s scrutiny report on sustainable transport, Mayor Bullock supportive of the default 20 mph target for the borough to be the first in London to get there. In response to questions about opening Lewisham’s riverside Cllr Alexander said she would see if this was possible sooner rather than after the development was completed.

Peter McBride TfL Head of Cycling Walking and Accessibility

CWA team delivers major vision to make conditions better for walking and cycling, they fund schemes on TfL 's roads as well as funding schemes on borough roads. TfL control 5% of roads which carry 33% of London's traffic. 2 principle documents they work to , London Cycling Action Plan (LCAP)and the Walking plan for London. The department works to promote walking and cycling and last year included the Tour de France, awareness campaigns, a specific walking campaign also liaison with other TfL areas especially bus priority. TfL do work on major planning application to ensure 106 funds for sustainable modes of transport. Specifically for Lewisham funding is available for the National Cycle routes (recently removed from the LCN+ programme) for both the Strategic Walks and Cycling on Greenways budgets. His department regularly meeting with the London Cycling Campaign about cycling in general and reviewing progress of the LCAP. Things have moved on in the past 5 years, targets for increase in cycling have been met and moved forwards. Political support and growth need to be carefully progressed to sustain growth. He recognised the need to work on training up planners and traffic engineers etc. Its not about just moving metal boxes through junctions any more. TfL delivers lots of complimentary schemes that improve cycling conditions which are not directly linked to cycling – e.g. bus lanes. In response to a question about getting more women cycling he said TfL are working on this important issue.

Daren Johnson raised Mayor of London commitment for comprehensive reviews of all London's gyratories, one of the Green Parties demands, Catford and the Kender triangle were mentioned.

Councillor Heidi Alexander (Lewisham Deputy Mayor - Labour)

- Changing attitudes – Cllr Alexander often now turns up for meetings on a bike not a car
- She has responsibility for transport – this needs to reflect changing attitudes
- Lewisham made the most of the TdF visit and has seen a 10% increase in cycling in the borough (TfL figures)
- Lewisham are achieving a good build on LCN+ from bot small and large spend. One of the best (most improved) boroughs to deliver LCN+ projects
- Working with other boroughs and Sustrans to deliver
- Made cycling bids to Thames Gateway programme and has been successful in a £4m project for walking and cycling links in the Deptford area.
- Needs aspirational thinking – recent closure of Brookmill Road to all but pedestrians and cyclists showed what roads could be like – work on cycle specific routes parallel to the A2 in New Cross
- Local authorities working with TfL

- The issue of additional resources is taken onboard; in an ideal world this would be possible; Carole's work is carefully linked to both School travel plans and the travel plan officers work.
- Took part in the CTC benchmarking so the council could learn from other authorities
- She gave a personal commitment to make the most of TfL funding

The issue of the Waterlink Way with 2 key crossing points that need urgently to be addressed (Ladywell Bridge and Southend Lane), these, hopefully, will be funded by the Cycling on Greenways budget for 08/9

The issue of cycle provision standards in policies for new developments was raised. Darren Johnson said that he hoped this would be in a future version of the London Plan, Peter McBride also said that TfL are looking at this and he is aware that often their 'hand isn't as strong as it could be' when dealing with developers.

Councillor Mark Morris – Lewisham Liberal Democrat leader

Represents a south Lewisham ward; Lib Dems have 17 seats on the council

The Lib Dems do not have a contrary view – things have moved forwards over the last few years; we need to also look at people who cycle at weekends, one real issue is usable cycle routes; sorting our communication issues; perhaps including something in Lewisham Life; cycling is changing and info is needed on cycle lights, bikes, equipment, all of which have improved over the last few years. We all need to get the message out to the wider audience. One real issue is cycle parking – Cllr Morris is on Lewisham's public finance committee and he will try to ensure that cycle parking is included in all public car parks as well as trying to get locker facilities at train stations. With planning issues office developments progress has been made, responses from officers is now more positive but we need to see if conditions are enforced – check after completion to see if facilities have been provided. Parks should be open to all and measures taken to ensure no stepped access to Lewisham parks. Downham leisure centre is one example that has little cycle parking. Mayor Bullock wants a carbon fund in the borough but what will any proceeds go towards? There is cross party agreement on cycling and the blip in the 70's that saw cycling increase in the UK after a steady decline (which was sustained in some continental European countries because they focussed on continuing the increase with expenditure) but then fall. To reverse this we need to increase funding for cycling. In a response to a question Cllr

Morris said that his party were in favour of a default 20 mph limit in Lewisham, something that his colleagues in Islington seemed not to be in agreement in that borough.

Then discussed was data that seemed to indicate that there were less seasonal variations in cycle usage in those boroughs that have good provisions for cycle training.

The meeting thanked all for attending.

Roger Stocker

Chair,

Lewisham Cyclists