

Lewisham Active Travel Strategy Summary



Our Vision

Our vision is for walking, wheeling, scooting or cycling to be the first choice for those traveling in the borough. These active travel journeys will be the default choice for all trips with a safe, direct, accessible and comfortable network covering Lewisham.

Whether these outings are for recreation, shopping, education or work, we will ensure that the best infrastructure is prioritised.

All residents should be able to safely walk and cycle from their home to any destination.

We will continue to make improvements to achieve this across the network.

Active travel and its benefits

Active travel refers to journeys made by modes of transport that are fully or partially people-powered, for example walking, wheeling, scooting or cycling.

Facilitating more active travel is crucial because it can improve people's physical health, reduces stress, and boosts overall wellbeing. It also helps lower pollution and traffic congestion, creating cleaner, safer, and more enjoyable communities.

Aim of the strategy

Our new active strategy will provide a clear direction for the delivery of active travel improvements throughout the borough over the next 7–10 years.

Existing walking and cycling infrastructure and programmes

Walking and cycling are essential, affordable ways to get around and stay active, but sometimes our environment makes it difficult for people to get around easily. Poorly maintained pavements, lack of dropped kerbs, inadequate cycling infrastructure, and stepped footbridges create accessibility challenges for both pedestrians and cyclists. Traffic, safety concerns, and pavement parking further hinder movement, making it crucial to remove these obstacles for a more inclusive and accessible environment.

We are already making active travel easier and safer for everyone through other ongoing programmes, which we aim to complement through our Active Travel Strategy. Some examples of our work are:



Infrastructure:

- On and off-street cycle parking
- Cycle hangars
- Bays for dockless cycles
- Contraflow cycling
- Reducing pavement parking

Commitments:

- The Equal Pavements Pledge

Existing walking and cycling routes:

- Cycleway 4
- National Route 21
- Cycleway 10



Programmes:

- Healthy Neighbourhoods
- School streets
- Road danger reduction



Behaviour change initiatives:

- Cycle training
- Cycle loan scheme
- Dr Bike
- School travel plans
- Vision zero education
- Cargo bike rentals

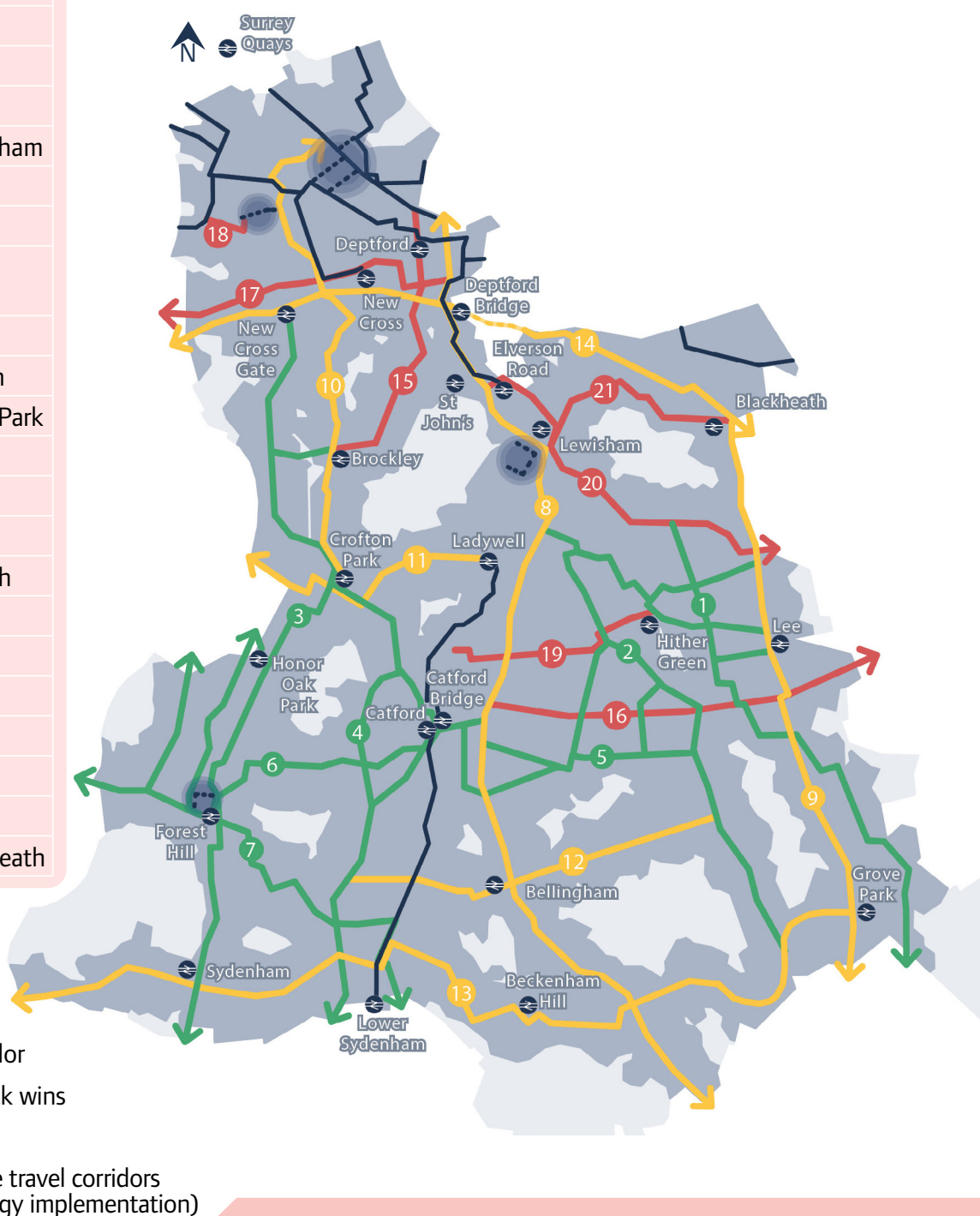


Proposed active travel corridors

A central part of our new strategy is to identify key locations where we should prioritise active travel improvements. As part of this process, we determined active travel corridors (broad alignments that connect important destinations) connecting train stations, schools, parks and shopping areas – we worked with stakeholders to create a list of 36 potential corridors. Using criteria like corridor length, deprivation data, number of residents in the area and the number of primary school-aged children living nearby, these were narrowed down to a list of 21. A comprehensive system was developed to rank the corridors for walking and cycling to determine what corridors should be prioritised.

Prioritised active travel corridors based on combined ranking

- 1 Lee to Grove Park
- 2 Hither Green
- 3 New Cross to Sydenham
- 4 Catford to Lower Sydenham
- 5 Hither Green to Catford C
- 6 Forest Hill to Lee
- 7 Honor Oak Park to Sydenham
- 8 Lewisham Spine
- 9 Grove Park to Blackheath
- 10 Surrey Quays to Crofton Park
- 11 Crofton Park to Ladywell
- 12 Bellingham
- 13 Sydenham to Grove Park
- 14 New Cross to Blackheath
- 15 Deptford to Brockley
- 16 Catford to Lee
- 17 Hatcham Park Road
- 18 Cold Blow Lane
- 19 Hither Green to Catford B
- 20 Lee High Road
- 21 Elverson Road to Blackheath



Examples of walking and cycling infrastructure improvements

Analysis of each active travel corridor will be undertaken to determine what walking and cycling infrastructure is needed in each area. Here are some of the possible infrastructure improvements we could introduce:



Reduce traffic volumes

- Modal filters
- Bus gates
- Pedestrianisation



Cycle crossings

- Signalised crossing
- Parallel crossing
- Cycle signals



Improve public realm

- Pedestrianisation
- Seating
- Street greening



Pedestrian crossings

- Continuous footways
- Zebra crossings
- Signalised pedestrian crossing



Improve walking

- Wider footpaths
- Raised loading bays to enable wider footpaths when not in use



Junction improvements

- Wide direct crossings and segregated cycle facilities
- Cycle gates and cycle early release
- Dutch-style roundabout
- Cyclops-style junction



On-street cycle facilities

- Fully segregated
- Stepped track
- Cycle facilities on road
- Quietway



Cycle parking

- Sheffield stands
- Cycle hangars
- Cargo bike hangar
- Cycle hubs



Proposed active travel strategy targets

Setting targets is crucial to help achieve the vision for active travel in Lewisham by promoting healthier lifestyles, reducing pollution, and easing congestion. Our new targets are:



71%
of the population
to be within 400m
of the strategic
cycling network by
2041

Existing: 15%

Target: 71%



81%
of trips to be taken
by sustainable
modes in the
borough by 2041

Existing: 78% in 2022/23

Target: 81%



Double
the number of
walking journeys
by 2030

Existing: 249,864 trips per
day (44% walking mode share
2022/23)

Target: 499,728 trips per day



All schools
to have a school
street or other
safety measure by
2030

Existing: 45 schools streets
in 2022

Target: All (98) schools



Double
the number of
cycling journeys by
2030

Existing: 15,509 trips per
day (2.7% cycling mode share
2022/23)

Target: 31,018 trips per day



20km
of new or upgraded
active travel
routes delivered
by 2030

Existing: N/A

Target: 20km



500
cycle hangars
(secure cycle
parking) by 2030

Existing: 155 in May 2023

Target: 500



50%
of Lewisham schools will achieve a TfL Travel for Life
(formerly STARS) accreditation, with 20% of those
achieving a minimum of 'silver' by 2030

Existing: 8% with an accreditation, 7% with a minimum of silver

Target: 50% with an accreditation, 20% with a minimum of silver



Top 10
Move into the
top 10 London
boroughs on the
Healthy Streets
scorecard by 2030

Existing: 15

Target: Top 10



4
new Healthy
Neighbourhoods
delivered by 2030

Existing: N/A

Target: 4



**Scan to take
part in our
active travel
consultation**

