

Dear Sir/Madam

Many thanks for raising your concerns with cycle safety commuting through the Lewisham Gateway Development site, however The Lewisham Northern Roundabout has a poor safety record for cyclists and as such no formal cycle routes pass through Lewisham Northern Roundabout. The only existing official route that passes close to the site is the Waterlink Way which forms part of the National Cycle Route 21 and local LCN+ link 145, there is also an advisory quieter roads route along Lewis Grove and Belmont Hill which links towards Blackheath but this does not directly serve the site.

It is proposed that the final road layout new cycle infrastructure and signage will provide routes through the area of the Gateway, linking to the following existing cycle routes and key destinations;

- National Cycle Network Route 21 (Waterlink Way) at Loampit Vale;
- The existing on-street advisory cycle route on Lewis Grove and Belmont Hill;
- Lewisham National Rail and DLR stations; and
- Lewisham Shopping and Town centres.

However the area available for the temporary highway layout is very constrained given the development requirements, hence there is insufficient highway to provide a cycle lane and even if feasible, its operation would be compromised by the forecast level of bus and pedestrian activity. The temporary traffic management (TTM) layouts was developed in accordance with the following:

- Safety at Street Works and Road Works - A Code of Practice.
- DfT Traffic Signs Manual - Chapter 8.
- DfT Traffic Advisory Leaflet 15/99 Cyclists at Road Works.

Base on the agreed The temporary traffic management plan for the works, the developer was instructed to implement a 20MPH zone and install RB2000 barriers, route directional, keep in lane and No overtaking signs to promote safety and help eliminate conflict with traffic using the corridor.

Regarding the red and white barriers there are a few things to consider. The RB2000 barriers shown in the photos are there to protect pedestrians and the workforce. The developer are using the smaller 'road runner' barrier in some locations but they are not always the most appropriate barrier for the task. The smaller ones are more mobile but have some drawbacks, they are not respected as much as the larger RB2000 barriers by drivers and pedestrians. We have had numerous occasions where the road runner barriers have been hit, but very few of the RB2000s have been. The RB2000s are therefore safer for all.

As shown on the photos that the cyclists has a clear line of sight above the barriers, hence can see the vehicles in front over the barrier so I can't see a smaller barrier improving things. We also have concrete barriers in some locations (which are required in the higher risk areas as part of our temporary works). These are marginally smaller so putting road runners around these won't improve much.

That being said if there are additional mitigation you would like implemented, then I am happy to assess the proposal and see how it pans out with the current TM layout.

Regards

Ike, RSM Operations - Planned Interventions | Surface Transport