

Hello Mr Akubueze,

I was given your email address by the coordinator of Southwark Cyclists, as the person at TfL who has oversight of roadworks on the Lewisham Gateway scheme.

Just recently we have had a large number of our members contact us about the unacceptable hazards that cyclists who ride through the Lewisham junction have to deal with due to the huge development underway there.

This quote from one member gives you some idea of what our members have been saying:

" I'

m fairly convinced someone is going to get hurt on this temporary one way system in Lewisham. I know people from Bromley who mark it as the scariest part of their ride. Same for me and I ride all over London and have done for years.

I'm consistently bullied on it.

The red and white barriers block visibility and encourage drivers to drive like they are at a race track.

The lanes merge without warning.

The right turn from Lee to Greenwich is almost unmarked. Many inc me choose to walk past the church to avoid it

The drivers push out against the law and force me to emergency stop 30% of time when heading west

I've read the meeting minutes and follow this channel and tried waiting for the contractors to improve things but they haven't.

More than ever this is a time that I really want you guys to represent an issue for us. I can't be the only one (please add your support if you are reading this)

What has been done? what should I do?

Please advise, it would break my heart to see another white bike because of this."

The above quote is just one example of many from various members who use the junction on their bikes.

We

visited the junction this morning to see for ourselves and took photographs to illustrate the problems.

I have enclosed a selection which show the junction as it passes Molesworth St with traffic heading northwards on to Loampit Vale, as in the morning, this is the way the largest number of cyclists are travelling.

We also intend to take a look at the evening rush hour too, when we have the time, but were so concerned about the safety of our members that we wanted to get the information we have so far to you straightaway.

You may already be aware of the large number of cyclists that use this junction at this peak time. We did not make an actual count, but it was noticeable that several passed by every minute. While we know there are busier junctions nearer Central London, we are still talking about significant numbers of people crossing this junction by bike. Many have no other reasonably quick, direct route into central London, depending on their start point.

The first thing we noticed is that the new temporary layout is very confusing for all users. We witnessed many drivers suddenly realising they needed to be on the right hand side to make the right turn to get to Greenwich and, if there was room, shooting across lanes to do so, on one occasion squeezing a cyclist into the barriers.

Visibility is very poor. The way the barriers marking the junction have been laid out effectively reduces visibility to immediately ahead. One cannot really see what any road user is doing except those immediately in front. Cyclists are sometimes almost invisible at certain places, and vehicles emerging from the High St and Molesworth often seemed unaware there was a bike in the stream of traffic they were entering. I witnessed one cyclist, turning right up the lane to Greenwich opposite Molesworth, being narrowly missed by a driver, following on, who had not seen him till the very last second due to the large red and white blocks marking the roadway.

Past Molesworth St towards Loampit Vale, the barriers narrow the road system very suddenly, creating a pinchpoint. And the barriers are very solid and high. If any cyclists were trapped here, consequences could be very serious. We witnessed several cyclists having "near misses" at this point. We understand the barriers must be substantial if their purpose is to protect those working here, but at this point, work seemed to have been completed, yet these barriers were still in place, presenting an unacceptable risk to riders.

At some points, traffic moves slowly, then at others gaps seem to develop which causes motor traffic to accelerate quickly, allowing them to overtake cyclists when there really isn't enough space to be doing so safely. Don't Overtake Cyclists signs are not very visible...we only noticed one on the whole junction. There may be more, but even if there

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are the fact we did not see
them, means drivers probably didn't either.

I, myself, have been shunted from behind by a driver, while waiting to to enter the system from Lewisham Hill.

We didn't get time to take photos of these other sides of the junction, due to our work commitments, but can assure you it is no better, and similar problems occur. I have included a second email with further photos of the junction. The quality is not always that good, but I think they partly illustrate the problems. It was not possible to capture the near misses we observed on film, however, due to the fast nature of such an occurrence.

We echo the sentiments expressed by our member above,
and have had more messages from other members voicing similar concerns. We also have not forgot
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the the tragic fatality in this area two years ago and obviously wish to avoid another.

We feel urgent action is needed to deal with the issues we have raised above. We are happy to advise and would suggest that someone come down from TfL, along with a representative from the council, whom we have copied in to this email, and observe and ride the junction with us to see for themselves.

We thank you for your time taken to read our concerns and look forward to hearing from you very soon,

Jane Davis, Coordinator, Lewisham Cyclists (Lewisham Borough group of the London Cycling Campaign)