

## **Minutes of Monthly Meeting of Lewisham Cyclists (LC)**

**held at Lewisham Civic Centre, Catford**

**Wednesday 17<sup>th</sup> June 2015 6.30pm**

- 1) **Present:** Tim Collingridge (Secretary), Jane Davis (Co-Ordinator), John Phillips (Treasurer), Brian Turpin, Stewart Whitworth, Alex Ingram, Duncan Peterkin, Rik Andrew.  
**Apologies:** Roger Stocker, Alex Raha.
- 2) **Minutes of last meeting and matters arising:** Minutes agreed. Responses to Actions not covered in main Agenda as below:
  - a) **'Cycling Champion' councillor.**  
Previously we discussed if London Borough of Lewisham (LBL) should have a 'Cycling Champion' Councillor. Cllr Mark Ingleby indicated he would be happy to fulfil this role. Jane has sent a letter to the Mayor's Office to formally request this. Jane has now received an acknowledgement email, but nothing further yet.  
Prior to this meeting Jane still hadn't heard anything.  
Action: Jane to contact Cllr Mark Ingleby and Cllr Joe Dromey about this again.
  - b) **Quietway Route 1 ('Q1' - Waterloo Station to Greenwich via Deptford).  
LBL managed section (Creekside to Surrey Canal Road).**  
Jane has followed up with Nick Harvey to see if LBL will be releasing a consultation report. He said that they will not be releasing a formal report but do have response 'data' that they are happy to release to us. Jane has requested this data from Nick which has still not been received.  
Action: Jane to chase Nick for this information.
  - c) **LC 'Mend & Ride' workshop project.**  
Jane has prepared a Press Release which has been sent to the News Shopper and South London Press newspapers. It hasn't been published yet and we haven't heard back from them. Contacts at the two papers are Mark Chandler (News Shopper) and Kate Gould (SLP).  
Jane talked to Kate Gould and communicated with East London Lines but neither appears to have published anything. Can't really make them publish!  
Action: Jane to post London Cycling Campaign (LCC) Summary Document about the Mend & Ride project on the LC website – still to be done.
  - d) **Future Quietway Developments.**  
Nick Harvey has confirmed that LCN22 and the Waterlink Way (NCN21) have definitely been included in the next phase of Quietway development works, apparently in phase 2.2 rather than 2.1 which may explain why they have not featured in recent TfL press releases.
  - e) **TfL 20MPH Infrastructure Review Group.**  
This action regarding proposing some sections of road in LBL – namely Lee High Road, South Circular (West and East from Catford) are included in the experimental 20MPH zones is outstanding from the previous minutes.  
This was discussed briefly at this meeting and it was agreed to leave this for now as TfL are already taking the works forward in the trial areas.
  - f) **Sustrans proposed bridge linking Rotherhithe & Canary Wharf.**  
This was recently mentioned in a post from Caroline Pidgeon Chair of the London Assembly Transport Committee. Tim has contacted Caroline and has been told that Sustrans are currently discussing the project 'confidentially' and will be able to talk

about it further in August.

Action: Tim to follow up further with Caroline's office in August.

g) **Proposal to email all LCC members in Lewisham periodically with updates on campaigning, rides etc.**

Stewart has prepared a draft communication using MailChimp. It was agreed that it looked interesting, readable and contained the right sort of information. Also agreed to aim to send one out every two months.

Jane is still waiting for the updated LC members list from Stewart Dring at LCC.

Action: Jane/Stewart. Discussions at this meeting centred on using the old list for the first email and then reconciling it when the new list comes out. In the end it was decided we should endeavour to start with an up to date list to avoid any possible Data Protection issues.

h) **Greenwich Town Centre: King William Walk and Nevada Street Contraflow – Greenwich Council consultation closes 25<sup>th</sup> May.**

Tim has submitted a LC Group response supporting the proposed Contraflow measures.

i) **Molesworth St (A21) TfL development plans.**

Jane emailed Robert Hunter for an update on this and also the Canadian Avenue/Bromley Road improvements – these were the subject of a previous TfL consultation but have not been implemented yet.

3) **Current projects:**

a) **LBL development plans for the following local areas: Kirkdale Shopping Area, Burnt Ash Hill, Sangley Road, Hither Green Lane and Dartmouth Rd. Consultations close 21<sup>st</sup> June for the first four and 30<sup>th</sup> June for Dartmouth Road.**

There were brief discussions on these designs covering several points – ‘median’ sections in the middle of the roads where the general view was that we weren't in favour of these and felt the space would be better used for cyclists. Bemusing lack of explicit mention of cycle parking in the plans. Broad discussion about whether schemes with high kerbs, narrowed carriageways and speed tables e.g. Hither Green Lane or ones with straight across paving, very low kerbs (25mm) and informal pedestrian crossings e.g. Kirkdale worked better for cyclists. Preference was more towards the latter, but we won't know for sure how motorised vehicle drivers will behave until the schemes are built. The general view was that these are mainly public realm schemes and we should be supportive of them in terms of civilising the local environment, while voicing our reservations about the possible impact on cyclists in some cases.

Action: Jane to make formal responses on behalf of LC for Dartmouth Road and Kirkdale taking into account various member responses previously received.

Action: Tim to make formal responses on behalf of LC for Burnt Ash Hill, Sangley Road and Hither Green Lane taking into account various member responses previously received.

b) **Lewisham Gateway development issues.**

There are two elements to this issue – 1) Safe management of cyclists during the ongoing development of the new junction layout. 2) The specifically cycling related features of the final design and cycle safety of the road configuration.

Alex, Brian, Stewart and Rik have put together a letter regarding the development with a view to getting some action on various immediate issues and get a meeting with TfL etc. asap on the overall design (see Appendix A & B). The letter was discussed at the meeting and a few minor amendments agreed. It was then decided to send it first to the Steve Bullock (Mayor of Lewisham) cc Cllr Alan Smith,

Lewisham Central Councillors, Heidi Alexander MP and Simon Moss (LBL Manager). If no satisfactory response is received with two weeks then send a similar letter to London Assembly Members Caroline Pidgeon (Lib Dem – Head of Transport Committee), Len Duval (Labour) and Darren Johnson (Green) cc Akubueze Ikenna (TfL Communications Officer responsible for Lewisham Gateway)

Action: Brian to send the agreed letter pp Jane and LC.

c) **Quietway Route 1 ‘Q1’ – (Waterloo to Greenwich via Deptford) development progress.**

No works have been evident on the LBL or Sustrans managed sections this month.

Action: Tim to contact Nick Harvey re Childers St where there have been further changes to the design due to local resident objections to car access restrictions and concerns about anti-social behaviour e.g. fly-tipping, in closed roads. Need to ensure LC are consulted before the changes are finalised.

4) **Other issues:**

a) **Proposed changes to LCC governance, policy making, the status of local groups and their constitutions. The proposals can be found at**

<http://1drv.ms/1DsAZgS>

These proposals cover a number of areas in terms of the relationship between LCC and its Local Groups e.g. local group constitution, managing reputational risk, health & safety procedures (Loan Bikes), public liability insurance (rides must be posted on LCC website).

John highlighted a number of inconsistencies in these proposals e.g. impractical notice times for meetings, naming of roles (sometimes Chair sometimes Coordinator), problems with expenditure authorisation, apparent swamping of LCC events page with local group meetings.

There was a general view at the meeting that LCC need to explain the detail of the policies better and how they are actually meant to be applied.

Action: John to pass his comments to Amy at LCC and suggest meeting up to discuss them in more detail.

b) **Feeder Ride for Ride London Freecycle, on Saturday 1st August.**

Jane will be leading this feeder ride from the usual location - the bridge on the Waterlink Way (NCN21) in Lower Sydenham behind Bell Green Sainsbury's. Jane has contacted previous marshals to see if they are available to attend. Other volunteer marshals would be very welcome – you will need to sign up via this link <http://lcc.org.uk/pages/ride-london-volunteers-led-ride-marshals> before 5th July.

c) **Space for Cycling Petition handover.**

This was discussed at the meeting and it was agreed to leave the handing over of the petition to LCC.

5) **A.O.B**

**Finances**

John presented an estimated budget looking forward (see Appendix C) which suggested that although we may still have a surplus next year we are spending more than our income.

The financial position was discussed and Jane commented that it may not be as bad as suggested as there should not be any re-stocking charges for consumables this year, plus users of Mend & Ride are almost always donating more than the original cost of the consumables.

It was also discussed whether we actually need to hire a mechanic for the quieter Mend & Ride sessions e.g. Lewisham Youth Centre, where Jane and the various volunteers could probably cope with the workload.

**Duncan commented on some upcoming rides**

Cycle for Life – Sunday 5<sup>th</sup> July on behalf of the Candle Project at St Christophers Hospice.

LC Family Rides from the Ringway Centre led by Jane. There will be five rides on Thursdays during the day starting from 30<sup>th</sup> July.

**Meeting closed around 8.30pm.**

**Next LC Meeting will be on Wednesday 15<sup>th</sup> July at 6:30pm at Lewisham Civic Centre.**

**Appendix A – draft letter proposed to be sent to LBL/TfL - as discussed at this meeting:**

This is the amended version of the e-mail for discussion at tonight's meeting - there are 2 endings, one for TfL, and one for LBL

I will bring some copies for discussion

Rik's schematics of the modern junction design which informed our discussions also attached.

Lewisham Cyclists are becoming increasingly troubled that we have not heard from TfL on further modifications you committed to make on the Lewisham Gateway highway layout following the concerns we have raised. These are well documented and can be summarised as follows:

- The most recent design is many years out of date and shows none of the modern safety measures adopted on TfL's Better Junctions programme.
- Use of ASL's will be dangerous when applied to complex 3 lane T junctions where traffic can turn both left and right.
- Use of off road segregated tracks could be much better linked, and should join with each other, and with quiet ways.
- More use should be made of cycle segregated junctions ("hold the left") which would also be favourable to pedestrians.
- Better use should be made of the cycling approach to the station to encourage use of public transport; a bike hub should be provided here
- The shared space in the centre of the development is not likely to be a practical cycle route because of high pedestrian numbers

We understand the site is physically constrained but believe there are many practical and cost effective improvements that should be made within the existing highway layout. Failure to improve the designs will mean a lost opportunity to change modal transport share in favour of sustainable options, and create a more pleasant and welcoming entrance to the regenerated town centre. Worse, we fear the present designs will put cyclists and other road users at unnecessary risk and inevitably lead to casualties.

With the new highway layout nearing completion we remain very concerned that the needs of cyclists are being overlooked. We are hearing complaints on a daily basis about the temporary layout, due mainly to the use of visibility impairing high barriers, and the speed and changing direction of traffic. Cyclists are increasingly asking us what we are doing about this, and what improvements they can expect from the final scheme. It is difficult to explain that there will very few, in clear contradiction of the objectives set for the project by both the Council and TfL.

We would therefore welcome the opportunity to meet once again, and to work together to realise a safer and more contemporary solution to improving space for cycling and pedestrians at Lewisham's busiest junction.

Alt ending for LBL: We would therefore urge the Council to do everything in its powers to press TfL and the developer to re-consider this junction. The Council is a senior partner in this regeneration project and is on the record (Lewisham Town Centre Local Plan) for stating a commitment to improve access and safety for both pedestrians and cyclists to the town centre. We very much hope you will honour this commitment and bring your influence to bear on TfL and the developers.

Appendix B – Rik’s proposed alternative safe design for Lewisham Gateway.

**Lewisham Gateway  
Design Modifications  
Safe H-Junction**

Latest ‘best practice’  
*and better pedestrian facilities*

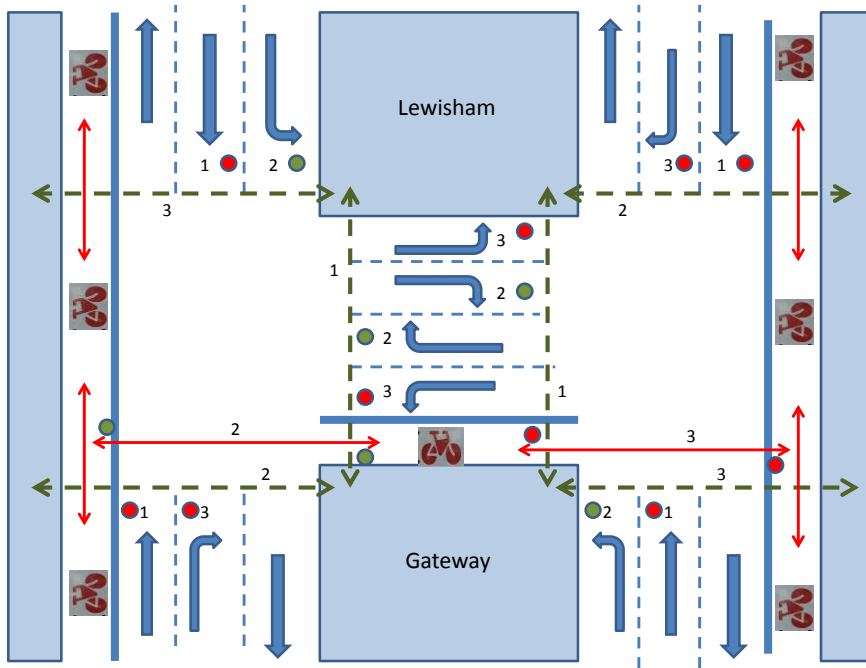
## 9 year old Design Defects

### Current

- ❖ Slow multi-phase pelicans
- ❖ Fast multi-lane traffic
- ❖ Mixed L/A/R lanes
- ❖ Dangerous ASLs
- ❖ Several high risk left hooks
- ❖ Traffic delays

### Proposed

- ✓ Single phase ; Long green
- ✓ Less lanes ; Early separation
- ✓ L only / A only / R only
- ✓ As Latest CSH Designs
- ✓ No left / right hooks
- ✓ No impact on traffic





## Notes on Design Details

- Other pelicans not shown
  - **No impact on traffic flow** [ share same green time
- Two traffic lanes only on approaches
- Dominant flow gets longer time
- Single traffic lane on each exit
  - **Minimise ped.crossing distances** [ no islands
- 2-way seg.tracks at c-way level/not on pavement
- N-bd 1-way cycle lane on E-side not shown
  - **No impact on traffic flow**
- Bus lanes (if any) not shown
- **Scope must include other Junctions**
  - **inc. Thurston & Belmont**

