

Lewisham Cyclists are pleased that the council are aware that improvements are needed to the streetscape in this area, but feel strongly that the measures being proposed do not go far enough and merely view this section in isolation when many of the problems on it arise from the fact that it is used by motor traffic to avoid the South Circular. We also believe more attention could still be paid to the specific needs of cyclists in these areas, especially as a well used cycle route actually crosses Sangley Rd right in the middle of the proposal area.

The effectiveness of this improvement scheme in creating a better space for cyclists as well as pedestrians, hinges on its success in slowing down faster traffic and getting drivers to treat the area as a place where they must give way to slower road users. The aim of these proposals seems to address this through carriageway narrowing and raised tables. We are not opposed to raised tables, but think carriageway narrowing has to be introduced carefully, if its not to force cyclists into a position where, in effect, they are being used as an informal speed control mechanism, by forcing them into the middle of the road. While Sandhurst/Sangley remains a rat run easily available to through motor traffic from the roads that join it, such as Inchmery, this remains a possibility, which causes us concern. These proposals neglect this wider problem of through traffic using the road as a rat run to avoid the A205. This is primarily a residential street with a small local High St and it is unsuitable for through traffic, especially as it is also a well-used bus route. Also, no consideration seems to have been given to the fact that this is on a very useful cycling route which links the local area with Mountsfield Park as well as other local amenities. Removing through traffic by filtering, through the closure of a short section of Inchmery Rd just south of Sangley would help not only improve the streetscape overall in that part of Sangley Rd, by reducing the amount of traffic, but enable buses to flow more freely, and facilitate the creation of a safer junction crossing on the cycle route which proceeds north into St Fillans Rd at this point.

We would expect a significant amount of good quality cycle parking, to be included in these proposals, for people shopping and using local amenities and don't believe the amount proposed is sufficient for current demand, let alone future expansion of cycling. We understand that much of the pavement side area is privately owned, but think that it should be possible to work with shop owners to encourage better care and use of the space outside the shops as this would encourage more business.

In summary, although we do welcome the aspects of the scheme which are designed to reinforce the 20mph limit and create a space where motor traffic is calmed and always gives way to vulnerable road users, we are concerned that the plans do not explicitly cater for cycling. We strongly believe that when making changes to any street in the borough, cycling must always be considered and wherever possible, visible measures introduced to make cycling a safe and attractive transport option for all members of the community, including the older, younger and less able members.

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