

### **‘LBL Route 1’**

We strongly support the concept of an East-West parallel cycle route to the North of New Cross Road including a walking and cycling bridge across the railway at New Cross Gate.

However to be of any use to cyclists this route must be wide enough throughout to accommodate both cyclists and pedestrians and must not include any sections where cyclists are forced to dismount and wheel their bikes. If it isn't designed this way it will fail to achieve the objectives of providing an effective alternative route to New Cross Road and there will not be significant diversion of cyclists from that hazardous and polluted road.

We very much like the idea of ‘stitching together’ the existing park spaces along ‘LBL Route 1’ in a design sense. Currently the route is quite dislocated with no continuous paving and design treatment between the good quality sections like Margaret McMillan Park and Fordham Park.

### **New Cross Road.**

We would challenge the view that it is not possible to provide segregated cycling provision through New Cross without impacting bus timings. We believe that this should still be an option in any road designs that are taken forward. The high cycling demand, high traffic flows through the area and the number of accidents indicates that there is a clear need for segregated provision.

### **Amersham Road gyratory.**

We support the removal of the gyratory and simplification of the road system. One way systems like this dislocate the local area, generate unnecessary conflicting movements and encourage higher vehicle speeds, while forcing cyclists to take less direct routes to their destination.

### **North-South cycle connectivity.**

There seemed to be a lot written in the Study about East-West cycle connectivity, but less so about North-South. There are actually a number of existing LCN North-South cycle routes that cross New Cross Road that are currently dislocated with poor, or no, nearby crossing options:

- Nettleton Road/Hart's Lane to Troutbeck Road.
- Clifton Rise to Lewisham Way (Clifton Rise is for some strange reason not two-way for cyclists).
- Mornington Road to Alpha Road/Florence Road.
- Deptford High St to Tanners Hill (Not currently an LCN route but a strong desire line for local people cycling to the market, shops and bars in Deptford High St).

There didn't seem to be any explicit reference to these potentially very useful routes in the Study. We believe that these routes and crossings should all be readily enabled with signalised toucan crossings in any proposed new street configuration.

### **New pedestrian and cycle route between Laurie Grove and Vesta Street.**

This proposed new route along the railway embankment to Vesta Road from Laurie Grove looks very interesting and we would potentially be very supportive of it, subject to seeing some more detailed plans. It has good potential to link back via Millmark Grove to the existing well-used LCN route from Forest Hill to Brockley. At the North end there would need to be a signalised toucan crossing to link across to Clifton Rise (see above).

### **Deptford Liveable Neighbourhood project.**

We are represented on the Steering Group for this project which embraces improvements to Folkestone Gardens, Woodpecker Walk and the new Surrey Canal Path across to Evelyn St. We are strongly supportive of all these planned developments for the benefit of pedestrians and cyclists in the area.